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FOREIGN TRADE

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COVER SUBJECT—Spraying seed potatoes in the Maritime Provinces, which produced a large proportion of the 2,000,000 bushels of table potatoes and 4,500,000 bushels of seed potatoes shipped abroad from the 1947 crop. Exports of seed potatoes ranged from 2,561,000 bushels to the United States to forty bushels to Nigeria. Shipments to the other eighteen countries purchasing potatoes from Canada included: Argentina, 1,178,110 bushels; Cuba, 325,592; Uruguay, 218,513; Palestine, 64,000; Jamaica, 33,000; Mexico, 19,000; South Africa, 6,000; Brazil, 5,000. Reports on the market for potatoes in Argentina and Uruguay appeared in the July 3rd and 10th issues of *Foreign Trade*.

Drought in Sweden Last Year Was Major Factor in Economic Life

Foreign trade unsaisfactory, though exports maintained at high level, great industrial activity experienced and full employment enjoyed—Threat of inflation involved introduction of restrictions, including import controls — Heavy imports of cereals necessary — Estimates of country's resources too optimistic.

By F. H. Palmer, Commercial Counsellor for Canada

(Editor's Note.—This is the first in a series of articles by Mr. Palmer on economic conditions in Sweden during the past year, prepared for *Foreign Trade*.)

STOCKHOLM, March, 1948.—Drought, which ravaged this country from May to December, had a disastrous effect on the economic life of Sweden during the past year, and will likely prove a major factor in the production of crops and hydro-electric power until the latter part of this year. Conditions in 1947 were complex. There was great industrial activity, an increasing shortage of labour that was not relieved by the importation of workers from Italy and Hungary, and exports were maintained at peak levels. Foreign trade was unsatisfactory, however, especially that involving relations with "hard currency" countries, and the large domestic purchasing power produced increasing pressure on internal commodity prices.

The threat of inflation was being discussed at the end of 1946, together with the methods that should be employed to check any upward trend, including the provision of more goods and possibly a reduction in the purchasing power of the people. An economic survey published by the Swedish Business Research Institute revealed that the "rocket-like expansion", which commenced after the war, had been checked. The wartime accumulation of exportable goods and foreign currency reserves was responsible for this expansion. It was maintained that employment could not easily be increased, on account of the labour shortage, and that raw materials were becoming more difficult to obtain. Notwithstanding shortages of labour and materials, a conspicuous expansion of productive investment and general consumption continued.

Efforts Made to Halt Inflation

The Prime Minister of Sweden announced at the end of 1946 a program that was designed to counteract inflationary tendencies by providing for:

(*a*) Protection against international increases in prices

(*b*) A more effective control of prices, especially those of vital and important consumer goods

(*c*) The reduction of investment activity by stricter investment control.

The Swedish Federation of Industries stressed at the beginning of 1947 the necessity for reducing expenditures for capital and consumer goods to the lowest possible levels. It also noted the absence of any enthusiasm for saving, attributing this to apprehension concerning further depreciation of the monetary value and to the possible introduction of confiscatory taxation measures. The government invited all political parties to a conference during the early part of 1947, when an anti-inflation policy was adopted, with investment control and restrictions on credit for both domestic and foreign trade.

Sweden—Kungsgatan, one of the principal shopping streets of Stockholm. It is flanked by modern office buildings. Drought, which ravaged the country from May to December last year, had a disastrous effect on the economic life of Sweden, and will likely prove a major factor in the production of crops and hydro-electric power until the latter part of this year.

The struggle between supply and demand continued, however, and production in April had reached what was then thought to be the absolute maximum. It was indicated that over-employment was having an effect on the production efficiency of employees. Shortages of materials also accentuated the supply position. There was some complaint that the rigid control of production was producing a retarding effect. On the other hand, there was an increase in the production of goods that could not be adequately supervised by the price control authorities, which resulted in the decline in production of goods that were more strictly controlled.

Investments Reduced One-Quarter

Prices were rising, and this produced divergent opinions. It was hoped that an improvement in general conditions at home would result in an increase in prices obtained for exports, but there was some concern over the fact that standard prices in the domestic market were lower than export values. The government's inflation program indicated a tightening of price and currency controls, thereby restricting the construction of dwellings and reducing investments by as much as 25 per cent. This would curtail the investment total for 1947 to two-thirds that in 1946.

The threat of serious inflation increased, however. Whereas any excess of purchasing power in Sweden could formerly have been absorbed by greater imports, the method of increasing these, which had been advocated by the goverment in 1946, seemed likely to be abandoned because of the inadequate and dwindling foreign exchange reserves. It was also evident that the Swedish crops would be very poor, and that large cereal imports would be necessary, thereby creating a corresponding deficiency of foreign exchange for other imports.

Distress Faced Sweden Last August

By August, there was no doubt but that Sweden's economy was facing distress. There was no mistaking the effect of the drought on the harvest. Rye and wheat crops were estimated to be no more than 60 per cent of those in 1946, which meant that only 300,000 tons of home-grown grain would be available for milling after the seed had been set aside. Thus, if the bread ration was to be maintained, some 350,000 tons of cereals would have to be imported, and barley, oats and corn added to milling supplies.

The dwindling foreign exchange reserve, which entailed further import cuts, accentuated the economic problem. These anticipated import declines increased purchasing pressure and inflation, while the foreign exchange position was sadly affected by the decision taken in August by Great Britain that sterling could no longer be converted. Furthermore, despite trade agreements signed in Geneva, it was apparent that world trade was in a critical condition. Consideration was given in September to the creation of a "customs union" of the Scandinavian countries, similar in some respects to that of the Benelux countries. Plans were also studied for stabilizing wages to prevent inflation. Labour agreed to co-operate if prices could be controlled.

Import Restrictions Sharpened in September

Import restrictions were sharpened in September, although it was generally realized that a larger proportion of the country's foreign currency would have to be applied to the purchase of cereals than had been anticipated only a few months earlier. Thought was also given to the practicability of reducing the domestic consumption of paper, in order to make more pulp and paper available for export, especially to the "hard currency" countries. Exports of these products in September were only 60 per cent of the prewar averages. It was noted that, although recent imports were slightly higher than before the war, the increases were not considered excessive. Experts were disturbed, however, by the fact that less than 35 per cent more consumer goods were imported in 1947 than in the 'thirties, most of these being considered non-essentials.

The Riksbank recommended that Sweden should adopt the policy of balancing payments in the "dollar" area, which involved a sharp reduction in the value of imports payable in dollars, and a marked increase in the production of goods that could be sold for dollars. It was pointed out, however, that the adoption of such a policy would result in lowering the standard of living in Sweden, in freezing wage scales and in postponing plans for social betterment.

This bank also suggested that Sweden had gone far enough in extending credits to other countries, explaining that credits and gifts since the war totalled Kr.3,000 million. The Foreign Exchange Office decided to requisition, compulsorily, all foreign currency held by Swedish residents, on October 22, though foreign securities were not included in the order.

Luxury Sales Taxes Deemed Likely

Sweden showed a budget surplus of Kr.450 million for the year ended June 30, 1947, and it was estimated in November that a surplus of Kr.200 million would be produced during the next year, with one of Kr.500 million for the year ended June 30, 1949. Luxury sales taxes are likely to be introduced, as well as measures to reduce spending power.

Although employment continued at a high level towards the end of 1947, and industrial production showed an increase over 1946 of at least

two per cent, there were fears of impending economic depression in Sweden. The disorganization of vital sections of Europe, so necessary to the well-being of Sweden, contributed to this belief, while the continuing shortage of "hard" currencies emphasized the fact that estimates of this country's own resources had been much too optimistic.

During December, it was announced that imports from "hard currency" countries should be reduced about 50 per cent, or from Kr.2,800 million in 1947 to Kr.1,465 million in 1948. It was realized that the contemplated reduction in imports would result in a serious decrease in the volume of goods available to the Swedish market, and a growing concentration of excessive Swedish purchasing power on the limited home production.

Bilateral trade agreements, concluded with Great Britain and the U.S.S.R. towards the end of last year, inspired new hope in the belief that such a plan would solve shortages in the supply position. However, terms of the trade agreement concluded with the United States in 1935 still caused concern, as it provided for the acceptance by Sweden of many luxury products that required payment in dollars. By the end of the year, outstanding import licences for goods that required payment in "hard currency" totalled Kr.400. It was believed that Sweden would require a dollar credit to meet direct trade obligations during 1948, and to finance imports of essential goods, including raw materials, fuels and foodstuffs.

Brazil—"Canada Room", in the Quitandinha Hotel, Petropolis, where the International Conference of the Junior Chamber of Commerce was held last March. This became the social centre for the delegates, who were enabled to examine photographs portraying the International CBC Service, Communications in Canada and Canadian Port Facilities. Left to right in this photograph: Guy Poliquin, of Montreal, secretary of the Canadian delegation; Bruce Thorpe, of Brantford, president, Junior Chamber International Relations Committee; Philip Pugsley of Montreal, leader of the Canadian delegation and Canadian director of the Junior Chamber International, who was recently elected president of the Canadian Junior Chamber of Commerce; Marcel Lafaille, of Montreal, elected vice-president of the Junior Chamber International at Rio de Janeiro, and recently appointed chairman of the advisory council of the Canadian Junior Chamber of Commerce; and William Fuller, of Sioux Lookout, Ont., vice-president of the Canadian Junior Chamber International Relations Committee, and recently elected executive vice-president of the Canadian Junior Chamber of Commerce.

Bulk of Canadian Requirements Of Lac are Supplied by India

India has replaced the United States as Canada's chief source of supply—Prewar production accounted for approximately 90 per cent of world output—Grain now an important competitor — Synthetic resins becoming a serious threat to industry.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals $0.3022 Canadian)

NEW DELHI, June 25, 1948.—Canadian imports from India of crude, seed, button, stick and shellac in 1947 totalled 14,277 cwts. ($772,451) as compared with 23,438 cwts. ($1,039,959) in 1947, 5,228 cwts. ($44,237) in 1939 and 4,414 cwts. ($41,347) in 1938. In 1937, 1938 and 1939, Canada's imports of lac came principally from the United States, but in 1946 and 1947, India was the principal supplier. In 1947, Siam supplied Canada with 12 cwts. valued at $448.

Approximately three million families in Indian villages derive a livelihood from gathering lac, and conversion of the crude product into purified shellac provides employment for some 30,000 workers. Lac is a resinous substance secreted by the lac insect (*Laccifer Lacca*), which thrives best on the twigs of the palas, Berand Kusum trees, chiefly in Bihar and the Central Provinces. It is used in the manufacture of gramophone records, French polish, floor varnishes, insulating varnishes, grinding wheels, leather dressings, paper finishes, etc.

Before the Second World War, India produced approximately 90 per cent of the world's supply of lac, the remaining 10 per cent coming from Siam, Indo-China and Burma. Refining of the raw lac into shellac and seedlac was confined to India, as the other producing countries sent their raw product to India for processing.

Figures recently released indicate that Siam is now not only producing more lac, but is also refining it into shellac for direct export to foreign countries. During the first nine months of 1947, Siam exported approximately 10,000 tons of sticklac and 1,500 tons of shellac as against a prewar annual average export of 5,000 tons of sticklac, which went mainly to India. The annual production of raw lac in the whole of India is approximately 50,000 tons, which, when refined, yields from 25,000 to 30,000 tons of shellac and seedlac. Shellac factories have been started in Siam, to produce annually 6,000 tons.

The quality of Siamese shellac has improved, and the current price is approximately two-thirds that of Indian shellac. The prevailing price per 100 pounds on the Calcutta market for Indian shellac T.N. is 148 rupees, and for button lac, 155 rupees. Before the war, prices were approximately 141½ rupees and 171¼ rupees respectively. Most of the lac produced in India is exported to the United States and the United Kingdom.

Although the development of synthetic resins has been a serious threat to the industry, the general opinion in India seems to be that, with improvements in heat resistance and mechanical strength, brought about by chemical modifications, a wide field of application which the synthetic resins have opened up can still be exploited by producers of shellac. For the Indian producers, however, the two threats of replacement by substitutes and growing competition in their own field are definite indications of the need to increase production, maintain consistently high quality and improve methods of production to reduce costs.

Mexican Imports of Bicycles, Motorcycles And Tricycles Have Greatly Increased

Value rose from Ps.1,873,118 in 1939 to Ps.12,376,967 in 1947—United States has replaced Germany as leading supplier—Canada shipped 1,603 units last year—European type of machine preferred by Mexican cyclist.

By W. J. Millyard, Assistant Commercial Secretary, Canadian Embassy

(One peso equals $0.2059 Canadian; one kilogram equals 2.204 pounds)

MEXICO CITY, June 2, 1948.—Importations of bicycles, motorcycles and tricycles, as well as parts for all three, have increased sharply since the war and in 1947 the value of such importations from all countries was Ps.12,376,967, as compared with Ps.1,873,118 in 1939. This increase is due largely to the development of more and better roads in Mexico in the last eight years, and to the greater purchasing power of a large segment of the population, arising from the country's industrial expansion.

The Mexican cyclist prefers the European type of machine, with its hand-brakes and its lighter weight. In prewar years, Germany was an important supplier, having adopted the British design, and quoted lower prices. By 1939, it was easily the leading exporter, with Great Britain in second place. The war eliminated Germany and in 1947, while Great Britain was still the second largest source, the United States had risen to first place by virtue of its greater ability to fill the increased demand. This is clearly illustrated by the fact that 45,275 bicycles were imported last year, as compared with 14,062 in 1939. Canada, which had no part in the prewar picture, supplied 1,603 units in 1947.

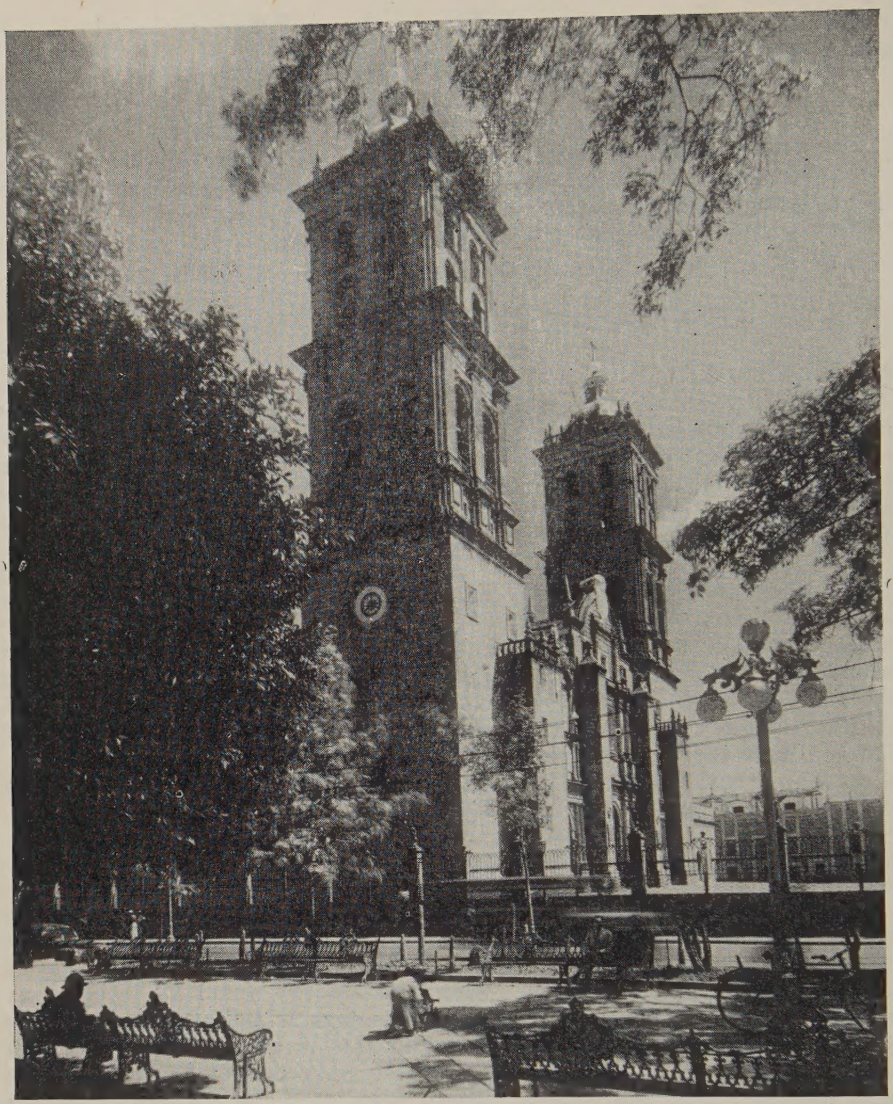
Bicycle Appearance Very Important Consideration

The appearance of a bicycle is a very important consideration in this market, with its emphasis on gaiety. The Mexicans prefer bright colours, mainly reds, greens and white. For the same reason, gadgets of all kinds are in heavy demand. Men's models are about 22 inches high on an average and often feature a double cross-bar, while those for ladies are 20 inches high with a support bar curving downward. There is a certain demand for racing models. These, of course, have particular specifications as to design, brakes and speeds. Many suppliers have registered Spanish names for their machines, usually ones that are catchy and easy to pronounce. In December, 1947, duties on bicycles were increased from Ps.15 each to Ps.5 each plus 15 per cent ad valorem. These latter rates, however, are not prohibitive and so far have not given rise to an assembly industry within the country.

Tricycles are known in Mexico as "velocipedos" and the value of those imported in 1947 from all countries was Ps.1,022,187, as compared with a mere Ps.87,733 in 1939. The United States has always held the bulk of this trade, but it is interesting to note that Great Britain and Canada, neither of which exported tricycles to this market in 1939, stood in second and third place respectively in 1947.

Tricycles Considered Luxuries for Tariff Purposes

Unlike bicycles, which are looked on as necessities, when tariffs were increased in December, 1947, tricycles were considered here as luxuries. Accordingly the rates were drastically raised from Ps.1.00 per legal kilo



Mexico—Cathedral at Puebla. The development of more and better roads in the last eight years, as well as the greater purchasing power of a large segment of the population, has resulted in a substantial increase in the import of bicycles, motorcycles and tricycles.

to Ps.2.50 per legal kilo, plus 50 per cent ad valorem. Since the revised duties on tricycle and bicycle parts are Ps.0.80 per legal kilo, plus 10 per cent ad valorem, several local firms are now engaged in the tricycle assembly business, and this trend may continue.

The German motorcycle was by far the prewar favourite, costing about half the price of American models. It is for this reason that Germany held first place in 1939 over the United States. Although the difference between these two amounted to only a few thousand pesos, nevertheless the figures for Germany represented the cost of 230 machines, as compared with 109 from the United States. With Germany no longer a factor, the United States virtually controlled the market in 1947, supplying 2,269 of the 2,626 units imported. It is interesting to note that Great Britain

and Sweden were in second and third place, respectively, although they were non-suppliers in 1939.

In December, 1947, the duties on passenger motorcycles were increased to Ps.75 each, plus 5 per cent ad valorem, and on commercial models to Ps.30 each, plus 5 per cent ad valorem. Neither of these rates is prohibitive, and there is little likelihood of an assembly industry developing under present conditions.

United States Leading Supplier of Parts

It is natural to expect that the leading suppliers of bicycles, tricycles and motorcycles would also be the principal exporters of parts for these vehicles. This was so in 1939, with Germany furnishing Ps.229,044 of the Ps.367,312 of parts imported. However, in 1947, while the United States easily held number one position, it is interesting to note that Switzerland easily outmatched Great Britain for second place as a parts supplier, despite the fact that Great Britain exports vehicles of all types to Mexico, while Switzerland is only one of the lesser bicycle exporters. The Ps.530,015 of parts imports from Switzerland last year is exclusively for bicycles and are adaptable to both British and European makes. This considerable success on the part of a small country has been achieved in the course of the last three years and its importance should not be minimized. However, it is doubtless due to the fact that, since the war, Britain has not been able to furnish parts in sufficient volume to meet the demand. Whether the Swiss product will be able to retain its position as competition increases remains to be seen.

Mexican Imports of Motorcycles, Bicycles, Tricycles and Parts

	1939		1947	
Motorcycles, all classes	No.	Pesos	No.	Pesos
United States	109	149,049	2,269	1,857,117
Great Britain	....	....	289	370,451
Germany	230	154,782	....	....
Sweden	....	....	34	75,737
Italy	....	....	14	8,945
Others	13	12,787	20	26,569
Total	352	316,618	2,626	2,338,819
Bicycles, all classes				
United States	900	88,136	24,738	3,747,896
Great Britain	3,328	248,457	15,903	2,260,675
Canada	....	....	1,603	205,896
Germany	8,319	650,862	....	....
Sweden	....	....	591	157,260
Japan	1,073	71,295	....	....
Italy	....	....	698	132,832
Switzerland	....	....	506	134,597
Others	442	42,705	1,236	332,160
Total	14,062	1,101,455	45,275	6,971,316
Tricycles, all classes	Kilos	Pesos	Kilos	Pesos
United States	36,666	79,782	165,877	748,522
Great Britain	....	....	33,023	233,277
Canada	....	....	5,109	23,471
Sweden	....	....	2,592	16,479
Others	2,597	7,951	14	438
Total	39,263	87,733	206,615	1,022,187
Motorcycle, bicycle, and tricycle parts	Kilos	Pesos	Kilos	Pesos
United States	11,435	69,437	88,782	843,167
Great Britain	9,425	37,886	35,760	318,371
Canada	....	....	1,897	12,186
Germany	58,720	229,044	....	....
Sweden	....	....	3,447	26,507
Italy	....	....	1,112	12,973
Switzerland	....	....	26,038	530,015
Others	9,583	30,945	35,044	301,426
Total	89,163	367,312	192,080	2,044,645
Total values	....	1,873,118	....	12,376,967

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Sinking Fund Set Up by China To Service Foreign Debts

Customs and salt revenues, together with profits from operation of railways to be used—Fund also to help meet the unfavourable balance of commodity payments—Country's present debt position outlined.

By L. M. Cosgrave, Commercial Counsellor for Canada

(Editor's Note—This is the fourth in a series of six articles on economic conditions in China, prepared by Mr. Cosgrave for *Foreign Trade,* and is the first general review of that country presented since 1940. The first three articles appeared in the July 3rd, July 10th and July 17th issues.)

SHANGHAI, May 6, 1948.—Customs and salt revenues, together with profits from the operations of its railways, have been used by China as a sinking fund to service its foreign debts and to meet the unfavourable balance of commodity payments. Japanese occupation forces assumed control of the customs and railways during the war, and China has been unable since 1939 to take care of the amortization of capital and the payment of interest on outstanding external loans.

In this connection, Dr. Arthur M. Young, an expert on China's finance, recently issued an interesting analysis of this country's present debt position. He pointed out that China's total debt before the Second World War was equivalent to approximately U.S.$1,200 million, of which over 40 per cent was payable in foreign currency, mainly sterling.

Debt service in 1937 amounted to approximately C.N.C.$312 million, or about 30 per cent of the prewar budget, and comprised some C.N.C.$185 million for internal debt and the equivalent of about C.N.C.$127 million, or U.S.$38 million, for external debt.

The war radically changed this position, as the burden of Chinese currency debt is becoming progressively lighter due to currency depreciation. Most of this debt consists of obligations assumed by the Central Bank of China against credits which were met by increased note issue. Relatively few of these obligations were directly absorbed by the public, though the Chinese people have naturally borne the heavy war cost indirectly by providing goods and services in exchange for rapidly depreciating currency. Nevertheless, this inflation has brought to the Chinese Government an incidental benefit by drastically reducing the burden of Chinese currency debt service.

Prewar External Debt Reduced

The prewar external debt, if estimated in U.S. currency, is now approximately one-third below the 1937 figure of approximately U.S.$438 million. A number of factors are responsible for this position, such as the conversion of sterling at U.S.$4·02 to £1, instead of U.S.$5.00. A substantial amount of debt was retired in 1937-39 before the transfer of payments was suspended. Boxer Indemnity Funds due the American and British Governments were retired as of May 20, 1934, and debts to the former Axis Governments, it is assumed, will be cancelled.

New categories of external debt, however, have been added. The more important of these are the wartime commodity credits granted by the United States, Great Britain and Russia. Of these, the American credits of 1938-41, through the Export-Import Bank, totalled U.S.$120 million, secured by the

China—Congested traffic at the junction of Nanking Road and the Bund, Shanghai. In an attempt to improve its financial position, China has set up a sinking fund to service its foreign debts and to meet the unfavourable balance of commodity payments.

export of strategic commodities from China. The first two credits, totalling U.S.$45 million, secured on wood-oil and tin, have been entirely repaid, in addition to final payment of the older flood-relief credit of 1931 and the cotton and wheat credit of 1933, which totalled about U.S.$26 million. The amount due on other credits has been considerably reduced by current payments.

Great Britain, through its Export Credits Guarantee Department, granted somewhat similar credits, totalling about £8 million, part of which have been repaid. Russia granted three credits under a barter agreement, totalling U.S.$250 million, in 1938-39. When the European war broke out in 1939, a large part of this sum had not been expended and could not be utilized. A substantial part, however, of the used portion has been repaid to Russia. Current payments due to these three governments are relatively heavy as the credits were of short and medium periods.

In addition, China obtained stabilization credits from Great Britain in 1939 and 1941 and from the United States in 1941. These stabilization arrangements were terminated in 1943-44, and outstanding transactions liquidated in so far as this could be done, pending access to records in Shanghai and Hongkong.

Large Internal Debt Contracted During the War

Internally, China contracted during the war a large internal debt in terms of foreign currency. The most important items are the U.S. Dollar Savings Certificates and Bonds, totalling about U.S.$200 million, secured by an equivalent amount of the American war credit of U.S.$500 million. In 1938-40, several internal loans were issued in terms of U.S. dollars and

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pounds sterling, the total being equivalent to about U.S.$180 million. The larger share of these loans were, however, pledged to the government banks and only a small proportion were placed with the public.

Since the war, the American Export-Import Bank has authorized credits to China of U.S.$33 million for cotton and about U.S.$34 million for shipping and for railway and industrial materials. Finally, China contracted a debt of about U.S.$59 million for lend-lease goods that were in the pipeline when the war ended.

The large sales of U.S. surplus property recently effected have been chiefly offset against Chinese currency wartime advances to the United States Army.

Canada Granted China Substantial Credit

Canada is the only country in addition to the United States which has granted China a large credit (Canadian $60 million) for the provisions of mutual aid goods under a previous contract, and to purchase other industrial equipment and rehabilitation material in Canada. China's postwar credits are therefore equivalent to approximately U.S.$200 million.

In view of the fact that China's internal loans, which on January 1, 1939, amounted to a total of Chinese $2,709 million, are now being serviced at one C.N.C. dollar for each previously subscribed, or prewar, dollar, her internal indebtedness is practically negligible. This situation provides a graphic illustration of China's inflationary trend, in that her main prewar debts—Consolidation loans, amounting to Chinese $1,460 million—which were equivalent to U.S.$433 million at the average rate of exchange prevailing in 1936 (viz., Chinese $100=U.S.$29·7095) are now being serviced with the C.N.C. dollar, which at the time of writing has an exchange value of U.S.$1.00=C.N.C.$600,000.

Direct Parcel Post Service to New Zealand Suspended

Owing to the lack of sailings on the direct route from Canada to New Zealand, the direct parcel post service is temporarily suspended.

Import Division Will Help to Expedite Equipment Deliveries from the U. K.

Canadian firms having equipment on order in the United Kingdom and who are concerned over uncertainty of delivery periods will be interested in the services which the Import Division may be able to offer. By arrangements with the United Kingdom Board of Trade, through the facilities of Foreign Trade Service representatives in the United Kingdom, it is possible to investigate the prospects of expediting delivery of certain types of equipment orders placed with the United Kingdom manufacturers.

In some special cases it has been possible to shorten delivery periods and, in this connection, it should be mentioned that the Canadian market is placed by the Board of Trade in the highest category of desirability of export business. Special treatment can occasionally be arranged but, in general, it can only be effective where standard products are on order and it is possible to arrange precedence for Canadian deliveries, with due regard to repercussions on other customers, or where custom products are required and it happens to be physically possible to advance the date at which the work is put in hand in United Kingdom plants.

Cases which are brought to the attention of the Import Division will be investigated by the Foreign Trade Service in conjunction with the United Kingdom Trade Commissioner Service in Canada and the United Kingdom Board of Trade. There have already been a number of cases where Canadian firms have benefited under these arrangements.

New Zealand Aiding Great Britain By Limiting Dollar Purchases

Only essential goods being imported from scarce currency countries—Total imports to be limited to goods for which payment could be made out of current revenue—Import licence allocations established for 1948—Expenditures for social welfare increased.

By P. V. McLane, Commercial Secretary for Canada

(Editor's Note.—This is the last of two articles on economic conditions in New Zealand, prepared for publication in *Foreign Trade*. The first article appeared in the July 10th issue.)

WELLINGTON, May 10, 1948.—New Zealand has undertaken to assist Great Britain through the present difficult financial period by limiting her imports from scarce currency countries to essential goods. The serious situation developing in 1947 was not appreciated in this country. Early in the year, it was expected that the United Kingdom would resume convertibility of sterling. Her failure to do so came as a shock to New Zealand, as import licences on Canada and the United States had been issued greatly in excess of the dollars that could be secured by the sale of her produce in those countries.

Besides being asked to reduce their dollar purchases in 1948 to the minimum, New Zealanders were instructed to limit their total imports to goods for which payment could be made out of current revenue. The government claimed this would produce a considerable reduction in the aggregate value of import licences. However, in establishing allocations for 1948, it expressed a desire to admit goods to the full extent of the country's requirements. The ability to achieve this object has been limited by available overseas funds, together with shortages abroad of materials needed by New Zealand manufacturers. The following table, published by the government sets out the groups of commodities for which licences would be issued, and the allocation for each:

Allocations for Import Licences

	£ '000 (c.i.f. N.Z.)	Percentage of Total
Tobacco (leaf and manufactured)	1,825	2
Foodstuffs and beverages	11,802	12
Chemicals and drugs	3,606	4
Textiles and yarns	11,162	12
Paper	2,553	3
Metals, partly processed	6,366	7
Vehicles and rubber tires	9,515	10
Oils, greases and paints	11,200	12
Timber	1,660	2
Manures	2,752	3
Other raw materials	12,800	13
Agricultural and dairying machinery	2,105	2
Other machinery	7,776	8
Hardware and tools	2,105	2
Floor coverings	800	1
Printed books	1,000	1
Apparel and footwear	1,100	1
China and glassware	570	0.5
Surgical instruments and materials	600	0.5
Other goods	3,703	4
	£95,000	100

It has been explained that the total of £95 million is £20 million below that for licences issued in 1947, but no explanation for the reduction has been given. This table does not provide any indication of the amount of dollars being made available for purchases from Canada.

New Zealand has substantial sterling balances, despite the fact that they have been gradually reduced from the peak of £114,412,000 in February, 1947, to £84,916,000 in March, 1948. The following summary of exchange transactions has been published by the Reserve Bank:

Summary of Exchange Transactions

(Thousands of Pounds)

Receipts	Year ended 31st March			Payments	Year ended 31st March		
	1946	1947	1948		1946	1947	1948
In respect of:—				In respect of:—			
Exports	108,521	112,911	134,274	Imports, excluding payments in respect of Government imports	36,139	69,669	121,996
Interest, dividends, legacies, immigrants' funds repatriated capital and private debts due in New Zealand	8,129	14,459	18,976	Interest, dividends legacies, emigrants' funds, repatriated capital and private debts due overseas	5,746	7,952	8,713
Trade debts due in New Zealand including overseas earnings of New Zealand firms	5,388	5,478	8,507	Trade debts due overseas, including earnings in New Zealand of overseas firms	1,881	2,538	4,497
Commissions, royalties and insurance	441	546	813	Government debt and other services, including payments in respect of imports	*87,344	44,389	45,853
Donations and allowances	669	481	816	Local body debt services	1,140	1,381	508
Travellers' expenses	713	624	844	Commissions, royalties and insurance	627	659	984
Receipts on account of American authorities and personnel	1,725	3,593	.....	Donations and allowances	1,141	1,351	1,531
Receipts by High Commissioner in London	16,211	10,278	8,529	Film hire and entertainments	544	579	566
				Travellers' expenses	496	1,735	2,390
				American authorities and personnel	1,014	30	.....
	141,797	148,370	172,759		136,072	130,283	187,038

*Includes $22,721,250 Payment under Memorandum of Security.

Social Welfare Expenditures Increased

Some interesting figures were given by the Prime Minister recently with respect to the increase in expenditure on social services and the increase in prosperity in New Zealand. In 1934-35, the total expenditure for social services, including pensions, education, health, war pensions, mental hospitals, and National Provident, was £8,121,000. For 1947-48, the total under the same headings was £61,800,000. Pensions in the earlier period amounted to £2,740,000, but in the last year the annual value of social security benefits was £40,754,000. Expenditure on education, including buildings, was £2,865,000 in 1934-35 and in the last financial year £9,956,000. The many activities in the Health Department for the promotion of public health were responsible for the expenditure of £780,000 in 1934-35, but this figure had increased to £4,720,000 last year. War pensions accounted for an increase from £1,264,000.

Great Increase in Prosperity Evidenced by Aggregate Private Income

Evidence of the great increase in prosperity of the people is the increase in the aggregate private income, the total salaries and wages bill and also the savings of the people. Even if it was assumed that the cost of living had increased by 50 per cent since 1935, the real value of the increase in income and savings after an adjustment from the price increase was very considerable. The aggregate private income in 1934-35 was £106,400,000, and in 1945-46 it was £326,100,000.

If the latter figure is adjusted to the value of money in 1935, on the basis of a 50 per cent increase in the cost of living, it would become £219,000,000. The increase in the real spending power in the 11-year period, is therefore, £113,000,000, or 107 per cent. Similarly, the total salaries and wages bill increased from £65,700,000 in 1934-35 to £189,000,000 in 1946-47. Adjusted to the 1935 money value on the same basis, the latter figure would become £126,000,000, representing an increase in the real spending power of wage earners of £61,000,000, or 94 per cent. Savings in the post office, trustee savings banks and national savings accounts have increased from £60,709,000 at March, 1935, to £220,414,000 at March, 1948. The latter figure adjusted in the same way to the 1935 money value would become £147,000,000, representing an increase in the real spending power of the depositors of £86,000,000, or 141 per cent.

Belgian Congo Being Explored as Confederation Came to Canada

Dr. David Livingstone reached headwaters of Congo River in 1867—His reports, with those of H. M. Stanley aroused interest of Belgium's Monarch, King Leopold II—Brussels assumed responsibility for Colony in 1908—Present financial position of country is summarized.

By L. H. Ausman, Canadian Government Trade Commissioner

(Editor's Note.—This is the second in a series of six articles on the Belgian Congo, prepared by Mr. Ausman for *Foreign Trade*. The first appeared in the July 10 issue.)

(One franc equals $0.0228)

LEOPOLDVILLE, January, 1948.—Canada was laying the foundation of her Confederation in 1867, when Dr. David Livingstone was exploring the headwaters of the Congo, finally reaching Lake Mweru, in the southeastern corner of what is now the Belgian Congo, in November of that year. This Scottish missionary, whose explorations were continued by Henry M. Stanley, is credited with the earliest authentic reports of Central Africa. The accounts of these two men inspired King Leopold II of Belgium to take a lead in halting the lucrative slave traffic and in bringing the light of civilization to the dark areas of this continent. The "International Association for the Abolition of the Slave Trade" was formed in 1876 under his chairmanship.

Later known as the "International Congo Association", this organization experienced political difficulties, as it lacked any status under international law. Several countries made territorial claims, based on previous exploration trips to the mouth of the Congo River, and it was not until 1885 that the "Congo Free State", under the personal rule of Leopold, was recognized. Freedom of trade and navigation in the Congo basin, together with freedom of research and educational development for all nations, were assured. In the following years, under Stanley and a succession of Governors appointed by the King, the country was explored. Slavery and inter-tribal warfare were eradicated, Catholic and Protestant missionaries carried the gospel and civilization to the Africans, and the exploitation of this country's natural resources commenced.

Belgium Assumed Control in 1908

Belgium was entrusted with administration of this territory on November 15, 1908, though public opinion was somewhat perturbed at the prospect of assuming responsibility for so vast an area, which might be a severe financial drain on the resources of Belgium for some years. The humanitarian principles and efforts of King Leopold were recognized, however, and the Belgians proved equal to their task. The Colonial Charter and Congo Basin Treaty provide for certain freedom of action and equality of treatment for all nations. The colony is governed from Brussels, but administered from Leopoldville. Under certain emergency conditions, decrees of limited validity may be issued by the Governor-General, but they must be later approved by Royal Decree. There is a current tendency towards decentralization of administration. Native tribal law, supported by colonial administrators, governs much of the life of Africans in the interior.

Belgian Congo—Missionary work undertaken by men like Dr. David Livingstone eighty years ago provided a foundation for fine hospitals and clinics.

Although the economic life of the Belgian Congo is based on the freedom guaranteed in the Colonial Charter, in principle, the war and subsèquent economic disruptions have wrought some temporary changes. In order that the greatest possible assistance might be rendered the allied cause, and on account of the temporary rupture of relations between Belgium and the Congo, the government instituted controls on the exportation of essential raw materials and on the importation of industrial equipment and consumer goods.

Currency and Exchange.—The Monetary system in the Belgian Congo is similar to that in Belgium, though independent. The Congo franc is at par with the Belgian franc. Foreign exchange is allocated by exchange control authorities, which have imposed certain restrictions on imports on account of the current dollar shortage. However, the Belgian Congo, including Ruanda Urundi, is classified by the Canadian Foreign Exchange Control Board as a "special arrangement" country, from which payment for exports may be accepted in Canadian or United States dollars. Since January 1, 1948, applications for permits covering imports from Canada have been approved only on the basis of Canadian dollars.

Banks.—Two banking institutions function in this country, the head office of each being in Brussels, though they are managed from Leopoldville. The Banque du Congo Belge is the bank of issue, fiscal agent for the government and controller of foreign exchange. It has twenty-one branches in the Congo, one in Tanganyika Territory and one in London. The Banque Belge d'Afrique has nine branches in the Congo and three in French Equatorial Africa. No foreign banks do business in the colony, though the two existing institutions correspond with nearly all the Canadian chartered banks between them.

15019—3

A savings bank was established by the administration for the natives, but their standard of intelligence and education is not sufficiently developed to secure their support of such facilities. The depositors are mostly members of the bank staffs and certain native traders. A limited banking service has been provided by the Post Office, which is available to European and native on the same basis. There were only 4,328 depositors at the end of 1946, but remittances by cheque are increasing. The value of deposits and withdrawals in 1946 was 3,961 million francs.

Insurance.—Full insurance coverage is provided with the principal companies. Many British institutions have established agencies in the Belgian Congo.

Public Finance.—Expenditures by the Belgian Congo more than doubled between 1940 and 1944, and the estimate for 1948 is 3,604 million francs. This is almost five times that in 1940 and, though necessary for the rapid expansion of this colony, has caused grave concern to the authorities. Estimated revenue, amounting to 3,704 million francs, provides for a surplus of slightly more than 100 million francs. The principal sources of revenue are customs and excise taxes, income tax, native tax and public utilities. Revenue for Ruanda Urundi is estimated at 200·5 million francs, and expenditure at 230·5 million francs, leaving a deficit of 30 million francs. The public debt of the Belgian Congo was 212 million francs in 1940 and the estimate for 1948 is 216 million francs.

Capital Investment.—Although it is estimated that 36 billion francs have been invested in the Belgian Congo, this and other estimates must be accepted with some reservations, as it is difficult to determine the extent of company inter-relationships.

Canned-meat Factory in Belgion Congo Considered

Leopoldville, June 21, 1948.—(FTS)—Consideration is being given to the establishment of a canned-meat factory in Ruandi Urundi, a mandated territory of the Belgian Congo, and the only part of the country in which there are adequate supplies of cattle. The factory would secure its supplies from native cattle and livestock farms operated by Europeans. Directors of the Liebig organization, of Antwerp, Belgium, and of associated companies in Argentina and South Africa are now studying the situation in Ruandi Urundi.

Canadian manufacturers may be in a position to supply this factory with equipment.

Large Number of Entrants in Sydney Sheep Show

Sydney, June 15, 1948.—(FTS)—The recent Sydney Sheep Show held at the Royal Agricultural Show Grounds, was an outstanding event. About 1,200 sheep were entered in the competitive classes, of which about one-half were Merinos. Seven other breeds were also represented. Good pastures and high prices for wool were reflected in the record entries of unsurpassed quality. About 2,600 purebred sheep were sold at auction sales after the completion of the judging. There is considerable concern in the minds of leading graziers and government officials interested in the sheep industry regarding the high prices of wool. There is a fear that many persons are purchasing sheep at high prices, anticipating that the present level of wool prices will be continued for years in the future. The Commonwealth Government maintains control of land prices. Just how effective this control is and what proportion of land changes hands at government appraised values is difficult to determine.

Proposed Bizonal Economic Controls Will Benefit Private Enterprise

Expert knowledge and technical competence of industry to be used to better advantage in effecting German economic recovery—Industry groups to advise Department of Economics concerning supply position for scarce materials—Import licensing system simplified.

By B. J. Bachand, Canadian Economic Representative

FRANKFURT, June 25, 1948.—New decentralized economic controls affecting the Bizonal Area and its domestic and foreign trade will probably be introduced when effect is given to a policy directive sent lately to the German Department of Economics (VFW) by the Bipartite Control Office. The procedures outlined in this directive will, it is hoped, supplant cumbersome governmental controls over business and give greater operational leeway to individual industries and private businesses. Under the new policy, private industry would have greater opportunity to employ its expert knowledge and technical competence in effecting the recovery of the German economy.

At the same time a new system of survey and review by the Allied Military Governments would be instituted to ensure compliance with the MG directives prohibiting the revival of unfair trade practice and the cartel system. When the Economic Council has passed the necessary legislation, individual industries will be authorized to import directly raw materials necessary to their own businesses. The task of allocating raw materials now in short supply to various businesses within an individual industry will be given to new decentralized organizations called industry groups. Until now this has been done centrally through the VFW. These groups will consist of representative members of an industry or trade organizations which may already be established. An industry may choose its own trade association as its representative or establish its own staff.

Industry Groups Responsible to Department of Economics

Each industry group will act as a statistical office advisory body, which will assist in locating and purchasing raw materials and will keep the VFW informed on the progress of the industry, plans, production performance, current inventories and the status of its export program. However, such groups will be abolished when the materials required by their respective industries are no longer in short supply.

In consultation with the Allied Military Government, the VFW will determine the domestic and imported raw material needs for each industry on a quarterly basis, establishing targets to be aimed at for export. By the same method it will be determined if these materials are in short supply, either because of shortages on world markets or limited availability of foreign exchange. All allocations will be made to industry groups by the VFW, which will be sub-allocated to individual businesses on a non-discriminatory basis. Control over the groups is still held by the VFW, which may overrule or vary their decisions and actions.

After allocations have been made to an individual manufacturer, he will be authorized to import directly or through an agent acting on his behalf. The importer will apply direct to JEIA for an import licence and exchange credit. Further simplification of the importing process has been achieved by dispensing with individual licences and issuing a general licence, the number of which the importer will quote when clearing his shipments.

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The plan includes a provision to ensure that export trade is maintained. If it becomes necessary to order the acceptance of export contracts to reach the export target, the VFW will issue orders through the industrial group, based on each company's position in the industry. Issuance of export licences will also be made easier when this plan becomes effective. The Joint Export-Import Agency may then issue these licences or authorize agencies to issue them on its behalf, if it is shown that the proposed export falls within the export program.

Liaison between industry and the VFW would be maintained through a VFW appointed resident official, who will observe the progress of the industry. He will have access to all information bearing on the industry, and will have direct contact with the trade associations and the individual manufacturers to ensure that there is no discrimination and that regulations are observed. He will act as a co-ordinator, with the responsibility of reporting to the VFW. Members of the industry will have free access to the resident official in order to register complaints or to bring pertinent facts to his attention.

The application of those principles to industries controlled by the Bizonal Department for Food, Agriculture and Forestry is now being investigated.

Total Canadian Potato Plantings Slightly Higher Than Last Year

Of total estimated 511,000 acres, 60,000 acres planted as seed potatoes —Over 2,000,000 bushels of table potatoes and 4,500,000 bushels of seed potatoes of the 1947 crop were exported to foreign markets.

TOTAL potato plantings in Canada this year are estimated at 511,000 acres, a slight increase over 1947, of which 135,000 acres are in the Maritime Provinces. The total includes 60,000 acres of seed potatoes, the Maritime Provinces accounting for 50,000.

Of the 1947 crop, over 2,000,000 bushels of table potatoes and over 4,500,000 bushels of seed potatoes were exported to foreign markets.

Seed potatoes were shipped to twenty countries in quantities, ranging from 40 bushels to Nigeria, to 2,561,000 bushels to the United States. Under the new duties established by the Geneva Agreement, effective January 1, 1948, the seed potato quota to the United States, eligible for entry at $37\frac{1}{2}$ cents per 100 pounds duty, was increased from 1,500,000 bushels to 2,500,000 bushels. It will be noted that exports slightly exceeded this amount.

Shipments of 64,000 bushels were made to Palestine; 19,000 to Mexico and 5,000 to Brazil. Countries to which seed potato shipments are normally made and amounts of the 1947 crop purchased are: South Africa, 5,882 bushels; Jamaica, 33,000 bushels; Cuba, 325,592 bushels; Argentina, 1,178,110 bushels; Uruguay, 218,513 bushels.

Table potatoes were exported to 24 foreign countries, including the historical markets of Newfoundland and the British West Indies and others in the Caribbean area, as well as to such distant points as Palestine, Malaya and the Philippine Islands. Brazil and Portugal accepted Canadian table stock potatoes for the first time, the former taking 47,000 and the latter 240,000 bushels.

The United States, the most important and most consistent buyer of Canadian potatoes, received about 900,000 bushels. This is 90 per cent of the 1,000,000 bushel quota permitted entry at the $37\frac{1}{2}$ cents per 100 pound rate of duty.

Great Britain Receives Aid From European Recovery Program

In first three months in which ERP functioned, approximately $300,000,000 provided—Of this amount, procurement authorizations amounting to $226,000,000 have been issued by the Economic Co-operation Administration.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, July 10, 1948.—Great Britain was provided with assistance to the extent of approximately $300,000,000 during the first three months in which the European Recovery Program has functioned, of which procurement authorizations amounting to $226,000,000 have been issued by the Economic Co-operation Administration, in Washington. Canada is scheduled to furnish 58 per cent of the total. It should be noted, however, that much of the Canadian contribution will represent foodstuffs, for which contracts were made before the European Recovery Program came into force. The United Kingdom has also received a loan of $100,000,000, the details and conditions of which are not yet available for publication. The commodities being supplied by purchase through ECA, together with the sources of supply, are as follows:

ERP Commodities Allocated to Great Britain

Goods	Origin	Quantity (Long tons)	Value ($ millions)
Wheat	Canada	1,043,200 (metric*)	57.3
Flour	"	....	14.8
Bacon	"	34,606	27.9
Cheese	"	984	0.7
Beef	"	1,116	0.55
Lead	"	10,039	3.3
Copper	"	12,105	6.0
Aluminium	"	42,812	11.5
Zinc	"	11,811	3.3
Woodpulp	(from Canada and Nfld.)	49,200	5.5
Total			130.85
Cheese	United States	15,000	15.0
Orange juice	"	55,000	0.11
Tobacco	"	(gals.) 14,760	16.0
Zinc	"	19,500	5.2
Sulphur	"	78,304	1.6
Carbon Black	"	13,288	2.4
Lead	"	1,536	0.5
Petrol products	"	311,940	16.1
Total			56.91
Petroleum products	Netherlands W. Indies	582,840	18.15
Petroleum products	Mid-East	445,670	9.75
Molasses (inedible)	Cuba	158,424	5.5
Ethyl alcohol	Cuba	2,500,000 (Proof gals.)	2.0
Copper	Chile	5,610	2.7
Total			38.10

*1 long ton=1.016 metric tons.

Trade and Economic Conditions in Iraq Continue Buoyant Trend

Balanced budget consistently maintained—No external public debt and substantial credit in London — Agriculture important to national economy—Industries small but capable of expansion—Cost of living high—Market deserves consideration of Canadian exporters.

By J. M. Boyer, Canadian Government Trade Commissioner

(One dinar equals $4.03 Canadian)

CAIRO, Egypt, May 7, 1948.—At the beginning of this year, Iraq was comparatively prosperous and stable. As in other Eastern countries, the living standards and conditions of the masses remain at bare subsistence level, but in government and commercial circles there were evidences of good administration and healthy business conditions. Discouraging factors, such as the change of government in late January, the continuing shortage of dollar exchange and the temporary shortage of wheat did not prevail over the general optimism.

The government of Iraq takes pride in maintaining a balanced budget with consistent success. The latest available figures of revenue and expenditure are for the first half of the calendar year 1947 and show revenues of approximately 8·5 million dinars as against expenditures of 9·5 million dinars. As this period includes portions of two fiscal years, the apparent discrepancy does not necessarily indicate a deficit in either fiscal year.

Sources of revenue are as follows: Customs and excise, 15 per cent; oil royalties, 10 per cent; income and property taxes, 8 per cent; consumption and agricultural tax, 15 per cent; railways, 15 per cent; government services, 16 per cent; sundry sources, 21 per cent.

Expenditure is distributed as follows: Defence and security, 21 per cent; health, education and other social services, 12 per cent; irrigation and public works, 8 per cent; railways, 14 per cent; government services, 14 per cent; other expenditures, 31 per cent.

National Credit High

Iraq has no external public debt but, on the contrary, owing to British wartime expenditures in the country, has accumulated a credit of some £60 million in London, which is being repaid over periods of years in accordance with financial agreements entered into from time to time between the two governments concerned. The latest such agreement, concluded on August 13, 1947, provided for the payment of £15 million over a period of five years from July 15, 1947, to July 14, 1952.

Within the last three or four years, four internal loans, of one million dinars each, have been floated. The government describes these as being more for the education of the people in saving than for money-raising purposes. The latest loan, issued on January 10, 1948, consisted of 100-dinar bonds, bearing interest at the rate of $3\frac{1}{2}$ per cent for a period of ten years. The ten-year period was apparently not popular, as the bonds sold slowly, and the final 70,000 dinars had to be taken up by the State Bank. An earlier issue of 2 per cent 20-year loan bonds is now quoted at a slight premium, and bonds of the other two issues are at par.

Banking is carried on in Iraq by the Eastern Bank, the Imperial Bank of Iran, the Ottoman Bank, and the Rafidain Bank, which is the

government bank. The unit of currency is the dinar, which is worth £1 sterling. It was introduced in 1931, when the circulation was about 2,248,000 dinars. It is entirely covered by sterling securities with, in addition, a currency reserve fund to provide against any possible depreciation in the value of the cover. In 1939 the currency in circulation amounted to just over 6 million dinars, but by the end of March, 1944, it had increased to almost 39 million dinars. There has since been a gradual decrease and, at the end of February this year, the circulation was approximately 35 million dinars. The sterling cover and reserve have been fully maintained.

There has been a tendency in recent months for the value of the dinar to depreciate in terms of gold. For example, the British gold sovereign, which is traded in, was quoted as low as 4·88 dinars in September last and went to the high figure of 5·30 dinars on February 25 this year; the high price prevailing on that date was attributed to purchases by Transjordan.

Transactions in Hard Currency Limited

Iraq is, of course, a member of the sterling bloc, and hard currency for essential imports is provided by agreement with the United Kingdom Government. In the current annual financial agreement, Iraq has undertaken to limit transactions with the Belgian monetary area to the equivalent of $5 million, and with all the other hard-currency areas has agreed to a limit of $18 million for the year.

Iraq does not, and is not likely to, have any difficulty in balancing international payments, even though the difference between exports and imports shows a large adverse trade balance. The prewar figures were £8 million for imports as against £4 million for exports; since the war, imports have been running at £28 million and exports at £14 million. However, figures for oil exports, a very important item, are excluded, whereas the import figures probably include large values of capital goods imported by the foreign companies working oil concessions. Accordingly, after these factors are taken into consideration, as well as the invisibles, such as receipts from oil royalties and small exports of gold, it is probable that Iraq has no difficulty in paying for the many products which she must import from abroad.

Agriculture Important to Economy

Although about three-quarters of the country is desert, it also includes the very fertile valleys of the Tigris and Euphrates and the alluvial land between these rivers in the southern part of the country. In addition to the irrigated river valleys, there are areas in northern Iraq where the rainfall is sufficient to make the land suitable for cultivation. Agriculture is therefore very important to the economy of the country, and extensive development is still possible. It is estimated that thirty million acres are suitable for agriculture. Ten million acres are in the northern part of the country, where rainfall is adequate, but only three million acres are farmed. Some twenty million acres of alluvial land might be cultivated, but up to the present only six and a half million acres are irrigated.

Wheat, barley, rice, maize and other cereals are produced. No exact figures of agricultural output are available, but in prewar years the value of cereal exports from Iraq was approximately £1,000,000 annually. For the first four months of 1947, however, the value of cereal exports amounted to £2,000,000.

The best-known and most characteristic of Iraqi agricultural products is dates. Three-quarters of the date palms of the world are in Iraq, and in

the prewar period, when there was no shortage of shipping, 80 per cent. of the dates entering the international markets were from this country. Exports then had an annual value of around £900,000. Exports in the first four months of 1947 were valued at £1·5 million.

Another important crop is tobacco. Cultivation is confined to the mountainous Kurdish districts in the north, and the yield approximates 4,000 tons annually.

Cotton production, which has been established for some time, expanded to 26,000 bales in 1940. The necessity for encouraging food production during the war resulted in a decrease in cotton production, but it is expected to increase again within the next few years.

Use of Modern Farm Machinery Encouraged

The Department of Agriculture is encouraging the economical use of farm machinery. Since tractors, combines and other equipment require maintenance that the individual farmer is not able to assume, the department buys and maintains this machinery, renting it out to cultivators as it is required.

Livestock has always been an important item in the economy of the country, and the desert dweller is completely dependent on his flocks and herds. It is estimated that, before the war, Iraq had from six to seven million sheep, two to three million goats and seven hundred thousand cattle. Wool, hides, skins and casings are, therefore, important items of export trade.

Domestic Manufacturing Undeveloped

Iraq is comparatively undeveloped industrially. Small local plants meet a portion of the country's requirements in tobacco products, beverages, bakery and confectionery products. The leather and textile industries are probably more important. Leather tanning appears capable of further expansion, as there is no scarcity of suitable skins, and some tanning materials, such as burnt oak, are available in the country. Climatic conditions are favourable, and the water contains no chemicals injurious to the skins.

Small cotton and wool spinning and weaving factories have been in operation for a considerable time, and it may be possible to expand this industry. A new and modern textile mill, with 30,000 spindles and 600 looms, has recently been started. Some doubt is expressed as to whether this expanded textile industry will be able to withstand world competition when it becomes keen again.

Increased Irrigation Required

One of the most important public works requirements of the country is increased irrigation. As has been pointed out, there are nearly 14 million acres of cultivable land still lacking water. Considerable progress was made in this direction in the years between the two world wars, when the number of irrigation pumps was increased from 150, aggregating 1,500 h.p., to 2,500, with some 90,000 h.p. Obviously much more could be done to increase agricultural production. Flood protection schemes are also necessary, as heavy damage to crops occurs every year as a result of floods.

Apart from public works, perhaps even more important is the development of oil production and the building of oil pipe-line across the country. The value of Iraq's oil exports at present amounts to approximately £1·5 million yearly, and this figure can be doubled if the capacity of the pipeline is increased proportionately. In addition, the number of oil fields now being worked can be further expanded.

Communications Well Developed

The communications of Iraq are reasonably well developed. The rivers provide the oldest transport system, but there is also an efficiently run railway system from Basra, the Persian Gulf port, to the northwestern portion of the country, where it connects with lines through Syria to Palestine and Turkey. In addition, there are a number of branch lines, such as those from Bagdad and from Kirkuk to the Iraqi Petroleum Company's oil fields.

There are first-class highways across Iraq in both east-west and north-south directions, and secondary routes and tracks to all parts of the country.

Bagdad is reasonably well served by Iraqi Airways, and Basra is a port of call for certain air lines flying between Europe and India. There is also daily air communication between Bagdad and Basra.

Basra, the only sea port of Iraq, is considered adequate for all anticipated requirements.

The telephonic and telegraphic system operated by the State provides telegraphic communication with the whole world and telephonic contact with important centres in the country, as well as long-distance communication with Egypt, the eastern Mediterranean coast and the United Kingdom.

Cost of Living Greatly Increased

Although wartime expenditures, oil developments and other factors have brought a measure of prosperity to Iraq, this has not been of much benefit to the great mass of the population. The people are mostly illiterate and are generally content with very little.

The government estimates that the cost of living has increased more than seven-fold since 1939; the oil companies consider that it has increased only four-fold. Wages have advanced in accordance with the oil companies' estimate of the cost of living index, but the only effect on the buying power of the masses is that there are probably more wage-earners at present than there were in 1939. The farm labourer is paid almost entirely in kind, and in general is assured of a bare subsistence, regardless of business conditions.

Imports a Necessity

The Iraqi market deserves the consideration of Canadian exporters. Prospects for continuing development both in agriculture and oil production are apparently favourable. Industrially the country is not likely to be important for a considerable period, and therefore most of its requirements, other than in foods, will have to be imported. Imports from dollar sources are limited at present, but it is suggested that preparations should be made now to resume trading relations as soon as the lifting of exchange restrictions permits.

Larger Crop of Canadian Apples Expected This Year

Indications point to a production of 2,000,000 bushels more apples than last year, the present estimate being 17,000,000 bushels. British Columbia may reach the 9,000,000 bushel figure, about 25 per cent above the 1947 level. Disposal of this crop will be a major problem, as maximum domestic consumption is estimated at about 8,600,000 bushels and the export market is uncertain. The United Kingdom market did not accept any Canadian apples last year and has shown no interest in purchases from the 1948 crop, due largely to increased domestic production and the currency situation.

Great Britain—Douglas fir flagpole, 82 feet long, reaches its destination at the Tower of London after a voyage of 8,600 miles from the forests of British Columbia. It is a gift of Prentice Bloedel, president of the Boy Scouts Association of British Columbia, who was informed that it was no longer possible to fly a storm flag at the Tower, as the old flagstaff had been destroyed and the British Government would not allocate dollars for the purchase of a new one. The tree from which this flagpole was hewn was 158 feet high and 30 inches in diameter at the base. The flagpole in its present state is 14 inches square at the base and 10 inches round at the top. The Tower Bridge forms a suitable background for this photograph. *Courtesy International News Photos.*

In most countries, a right to a trade mark may be acquired by the use of the mark irrespective of its registration. Longer user has prior right. In some countries, however, including Bulgaria, Finland and Greece, and most of the Latin American countries, no right can normally accrue from use. and right is conferred solely by registration. It is desirable, however, that the trade mark should be registered in countries to which goods bearing the mark are exported, otherwise difficulties may arise by reason of the non-registration there of a mark purporting to be registered. It is essential that the foreign owner of a mark maintain throughout the life of the registration a representative in the country to receive legal notices, etc., and to serve as the owner's address for service in all formalities that may arise. It is customary for the attorney in the country by whom registration was effected to act as such representative. (*See our ABC of Canadian Export Trade, page 60.*)

Canadian Imports, by Areas

Country	May			January—May		
	1938	1947	1948	1938	1947	1948
British Countries						
United Kingdom and Europe	11·9	15·2	27·4	50·3	66·6	113·1
America	3·6	6·5	7·0	6·7	11·6	16·4
Africa	0·8	2·8	2·2	2·2	8·8	10·4
Asia	2·1	7·4	9·7	8·9	29·6	28·6
Oceania	1·2	3·6	4·0	6·4	13·3	13·8
Total British Countries	19·7	35·5	50·3	74·4	129·8	182·4
Foreign Countries						
United States and Possessions	40·5	184·8	145·3	178·4	806·9	730·8
Latin America	2·3	12·5	18·5	5·6	57·2	87·4
Europe	3·6	5·7	7·2	15·2	21·4	22·3
Other Foreign	1·0	1·7	3·8	4·1	10·4	14·2
Total Foreign Countries	47·4	204·8	174·8	203·3	895·8	854·7
Total Imports for Consumption	67·1	240·3	225·1	277·7	1,025·7	1,037·1

Canadian Imports, by Countries

Country	May			January—May		
	1938	1947	1948	1938	1947	1948
British Countries						
Europe:						
United Kingdom	11,930	15,170	27,424	50,269	66,518	113,127
Eire	1	32	3	9	48	22
Gibraltar	.....	.....	.....	.....	.....	.....
Malta	.....	.....	.....	.....	10	.....
Total Europe	11,931	15,202	27,427	50,278	66,576	113,149
America:						
Newfoundland	208	274	303	449	943	2,398
Bermuda	15	1	4	26	10	11
Barbados	215	3,307	1,325	344	4,408	2,105
Jamaica	835	163	2,019	1,766	1,109	3,866
Trinidad and Tobago	863	1,709	1,558	1,154	2,510	2,591
Bahamas	636	12	3	1,042	230	290
Leeward and Windward Islands		26	18		81	75
British Honduras	7	19	4	15	421	423
British Guiana	847	1,030	1,743	1,919	1,921	4,625
Falkland Islands	.....	.....	.....	.....	.....	.....
Total America	3,626	6,541	6,977	6,715	11,633	16,384
Africa:						
Northern Rhodesia	210	4	.....	508	6	1
Union of South Africa		244	337		1,020	1,342
Other British South Africa		.....	.....		.....	.....
Southern Rhodesia	.....	3	32	1	28	84
Gambia	.....	.....	.....	.....	.....	.....
Gold Coast	192	1,967	609	199	4,914	3,547

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Imports, by Countries—*Continued*

Country	May			January-May		
	1938	1947	1948	1938	1947	1948
British Countries—Concluded	(Thousands of Dollars)					
Africa—Con.	5	8	689	357	553	1,740
Nigeria	1	3	1	7	7	1
Sierra Leone	.....	.....	.....	.....	.....	.....
Other British West Africa	3	3	.....	8	8	3
British Sudan	402	538	548	1,087	2,226	3,704
British East Africa						
Total Africa	813	2,770	2,216	2,167	8,762	10,422
Asia:						
India	658	2,747	6,963	3,264	16,641	15,488
Pakistan			407			479
Burma*	58	.....	.....	87	2	.....
Ceylon	370	1,525	731	1,394	4,020	3,817
Aden	3	.....	.....	7	.....	144
British Malaya	1,001	3,020	1,344	3,622	8,491	7,881
Other British East Indies	8	.....	6	31	.....	30
Hong Kong	49	86	231	379	428	779
Palestine	2	1	3	118	11	25
Total Asia	2,149	7,379	9,685	8,902	29,593	28,643
Oceania:						
Australia	546	1,935	2,254	2,607	5,972	7,214
New Zealand	539	1,714	608	2,939	6,147	4,384
Fiji	83	.....	1,111	816	1,161	2,200
Other Oceania	.....	.....	.....	16	.....	.....
Total Oceania	1,168	3,649	3,973	6,378	13,280	13,798
Total British Countries	19,688	35,541	50,279	74,437	129,844	182,398
Foreign Countries						
United States and Possessions:						
United States	40,520	184,708	144,966	178,301	806,270	729,550
Alaska	2	56	198	33	221	702
American Virgin Islands	.....	1	.....	.....	4	10
Guam	.....	.....	.....	.....	.....	.....
Hawaii	16	40	98	50	286	386
Puerto Rico	1	23	52	1	70	134
Total United States and Possessions	40,539	184,828	145,314	178,385	806,851	730,782
Latin America:						
Argentina	186	451	381	1,040	9,457	4,603
Bolivia	2	7	.....	8	8	.....
Brazil	36	488	1,816	233	4,835	8,025
Chile	2	66	66	72	202	212
Colombia	1,124	721	492	1,582	5,058	3,489
Costa Rica	3	110	411	25	237	1,376
Cuba	83	1,149	2,145	169	5,178	8,151
Ecuador	2	5	5	11	71	140
Guatemala	8	1,519	645	40	3,593	3,495
Haiti	.....	22	1	.....	92	96
Honduras	.....	79	658	6	4,220	1,862
Mexico	91	1,192	2,610	408	5,191	15,732
Nicaragua	.....	2	26	.....	15	120
Panama	10	711	74	11	941	365
Paraguay	2	5	42	41	156	161
Peru	481	5	30	1,357	275	111
Salvador	.....	249	43	.....	1,217	790
San Domingo	.....	1,850	450	.....	2,021	4,980
Uruguay	27	5	50	39	162	256
Venezuela	239	3,882	8,602	514	14,304	33,425
Total Latin America	2,296	12,518	18,547	5,556	57,233	87,389

*See Foreign Countries from January 1, 1948.

Canadian Imports, by Countries—*Concluded*

Country	May			January-May		
	1938	1947	1948	1938	1947	1948
FOREIGN COUNTRIES—Concluded	(Thousands of Dollars)					
Europe:						
Albania	2			2		
Austria		12	21	83	14	103
Belgium	518	939	1,479	2,309	3,447	4,230
Bulgaria						
Czechoslovakia	246	420	515	1,257	1,608	1,721
Denmark	12	19	491	68	69	973
Estonia	2			11		
Finland	6		2	27	13	9
France	535	1,021	2,234	2,201	3,665	4,521
Germany	847	293	112	3,304	338	269
Greece	3	2	7	15	46	72
Hungary	22	2	15	87	9	66
Iceland			1		1	14
Italy	244	451	573	985	1,687	2,212
Latvia	2			4		
Lithuania						
Netherlands	485	352	265	1,362	1,355	1,837
Norway	60	105	85	208	778	264
Poland	16		1	105	1	3
Portugal	51	124	78	101	584	404
Azores and Madeira	14	88	16	61	281	114
Roumania	10			16	1	2
Soviet Union	9	1	1	100	46	1
Spain	93	371	444	364	1,284	1,255
Sweden	211	343	274	914	1,114	1,211
Switzerland	247	1,180	585	1,638	5,030	3,010
Yugoslavia	1			6		
Total Europe	3,636	5,723	7,199	15,228	21,371	22,292
Other Foreign Countries:						
Abyssinia				2	9	14
Afghanistan						
Belgian Congo	1	48	20	1	224	970
Burma*			6			6
China	251	386	760	1,068	1,182	1,827
Greenland						
Egypt	130	14	509	310	116	1,377
French Africa	6	1		18	248	
French East Indies	24			114		
French Guiana						
French Oceania						
French West Indies			12	1	19	45
Madagascar	13	7		22	14	22
St. Pierre and Miquelon	1			7		1
Iraq	7	24		58	821	628
Tripoli						
Other Italian Africa						
Japan	403	26	98	1,963	40	369
Korea	1			1		
Liberia	11			11	14	
Morocco	3	5	3	8	35	31
Netherlands East Indies	28	5	22	204	63	95
Netherlands Guiana		83			83	459
Netherlands West Indies		893	359		1,889	3,683
Iran		147	22	15	230	49
Philippine Islands	55	26	1,506	254	3,005	3,936
Portuguese Africa		9	62		83	77
Portuguese Asia						
Siam	7	9	40	8	19	40
Canary Islands	1			4		4
Spanish Africa						
Syria	1	1	1	8	9	7
Turkey	17	18	332	59	2,281	578
Total Other Foreign	961	1,702	3,752	4,136	10,384	14,218
TOTAL FOREIGN COUNTRIES	47,435	204,767	174,814	203,309	895,839	854,681
TOTAL IMPORTS	67,123	240,308	225,093	277,746	1,025,683	1,037,079

*See British Countries prior to 1948.

Locomotives for Southern Rhodesia Jump Rails in Gale, But Finally Reach Beira

Consignment taken aboard in Montreal last November sustained superficial damage—One refrigerator car broke loose and plunged overboard—S.S. Empire Wallace put into Bermuda for repairs.

Editor's Note.—This report, received from the Commercial Secretary for Canada in Johannesburg, indicates some of the difficulties experienced in shipping goods to other lands.)

JOHANNESBURG, April, 1948.—(FTS)—Despite the fact that ten *of* twelve locomotives being shipped to Southern Rhodesia from Montreal aboard the *S.S. Empire Wallace* jumped their temporary rails during a severe Atlantic gale, the consignment reached its destination with only superficial damage. This shipment to the Southern Rhodesia Railways from the Montreal Locomotive Works, Limited, included twenty-one bogie refrigerator wagons, as well as tenders for the locomotives.

The *Empire Wallace* cleared Montreal on November 3, 1947. Each locomotive, with tender, weighed over 148 tons, and was stowed in the holds on 100-pound rails, dogspiked to 14 by 14-inch timbers. Eighteen of the refrigerator wagons were stowed on the deck hatches, with the remaining three below.

When out in the Atlantic, the *Empire Wallace* encountered a severe gale, and for nine days, her master, Captain Mitchell, remained on the bridge. A heavy sea was shipped, with the result that the main engines were partially disabled, rendering the ship virtually unmanageable.

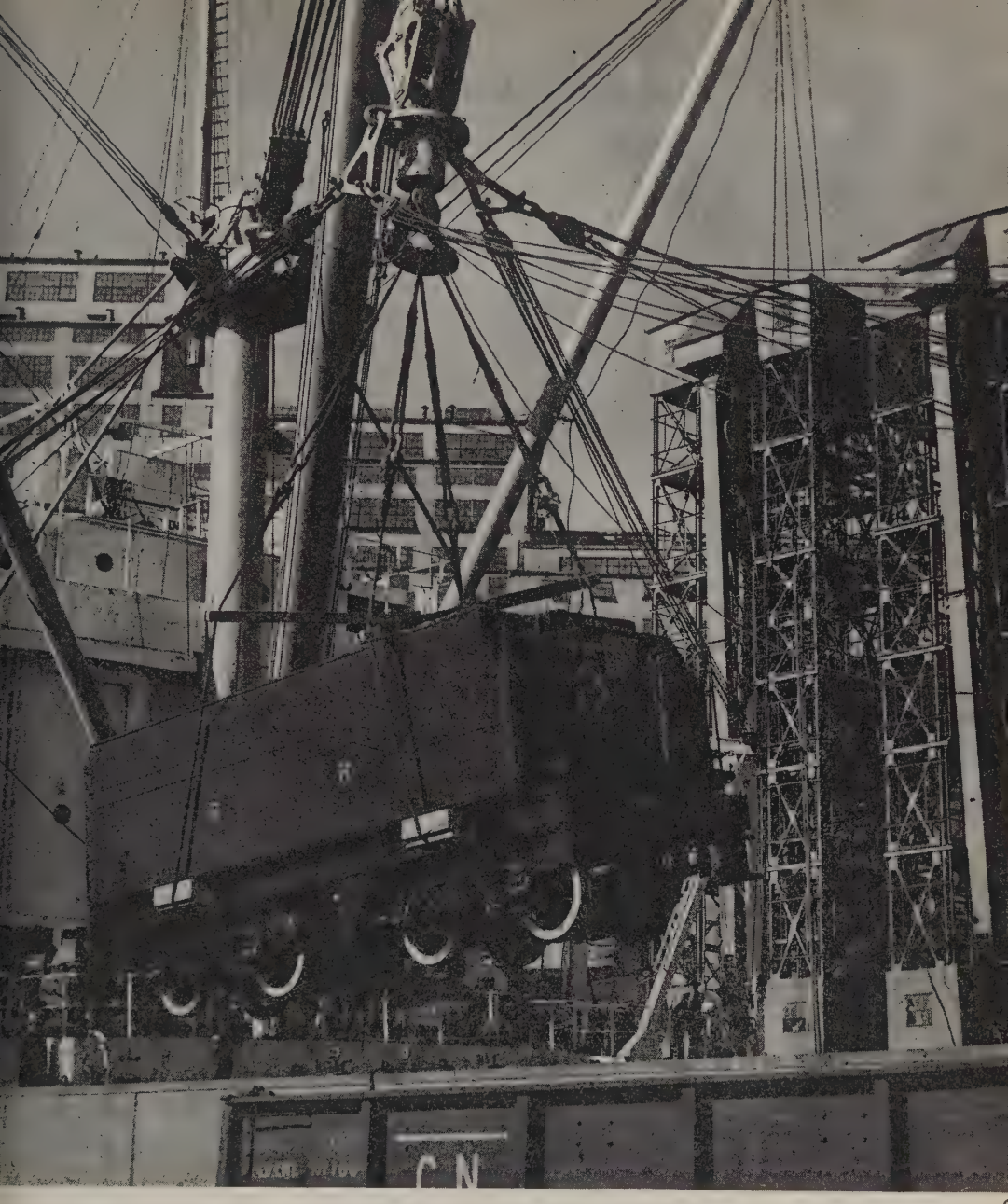
During the storm, the refrigerator wagons on deck commenced to move, and, despite every effort by the crew to secure them, one wagon broke loose and plunged overboard. It was feared that the wagon would float astern and foul the propellor, but by some freak of the storm it was carried ahead and out of sight. The movement of the wagons damaged the hatches, with the result that much water was shipped. In the meantime, the rolling of the ship caused all but two of the locomotives to jump their rails, pulling out the dogspikes and permitting the rails to fall sideways.

The *Empire Wallace* weathered the gale without further mishap and put into Bermuda. Repairs to the ship's engines were effected, and the deck load of refrigerator wagons was made secure. The ship then resumed her voyage and reached Beira on January 13.

It was necessary to re-rail the locomotives prior to unloading, which was accomplished by the use of four 50-ton hydraulic jacks. In the case of the four locomotives stowed in the "wings" of the hold, this operation was particularly exacting and hazardous, as the locomotives had to be skidded transversely under the ship's hatches in order that the lifting gear of the ship's 120-ton derricks could reach them.

Of the twelve locomotives, five could be placed in service immediately, being used to haul the "dead" locomotives to Bulawayo for repairs. The damage to the locomotives was mostly superficial, comprising bent cab plates, running boards and cylinder clothing, with some cylinder cocks and operating gear broken off, and a few broken bogie axlebox keeps.

The refrigerator wagons were more severely damaged. Loaded on the hatches without bogies, but with all brake gear completely assembled, the brake parts sustained first damage once the wagons commenced to shift. The majority of the vacuum cylinders were completely destroyed, and the brake beams and rods badly bent. A number of underframe members were also bent, and in some cases considerable damage was done to the bodies, including the casing boards, and to some of the pillars.



Canada—Loading the *S.S. Empire Wallace* with twelve locomotives and tenders for Southern Rhodesia. Considerable difficulties were experienced when this heavy cargo started to shift in a gale.

Goods to Poland Should be Shipped Via Hamburg

Canadian exporters are advised that delays are being experienced when goods are destined to Poland, via transhipment at Rotterdam. The most advantageous route is via transhipment Hamburg, where direct sailings are available to Gdynia, Poland.

British Guiana Prohibits Additional Imports

Port of Spain, June 28, 1948.—(FTS)—The Controller of Supplies of British Guiana, on June 24, advised importers that the following items had been added to the list of commodities for which licences will not be granted on hard-currency sources: wrapping paper, paper bags, exercise books, note books, quire books, paints and enamels, varnishes, leather (all kinds), ready-made dresses, aluminium sheets and wire.

British Guiana Announces Ceiling Price for Cotton Piece-goods

Port of Spain, June 28, 1948.—(FTS)—The Controller of Supplies, British Guiana, advised importers on June 23 that a maximum ceiling price of 50 cents per lineal yard had been fixed at which cotton piece-goods may be purchased from hard-currency sources.

At the same time the Controller emphasized that, as a result of the dollar crisis, quotas are under constant review and the position is so serious at the present time that it may not be possible to grant any further quotas for cotton piece-goods on hard-currency areas for 1948. (See *Foreign Trade*, July 10, 1948, for quotas for cotton piece-goods.)

British Guiana Makes Import Licensing Announcements

Port of Spain, July 3, 1948.—(FTS)—In a notice issued by the Controller of Supplies and Prices, British Guiana, on June 29, 1948, importers were notified that quotas had been established for a further quantity of women's shoes from hard-currency sources, and import licences would be issued immediately within a ceiling price of $3.50 per pair f.o.b. Canadian or United States port.

On the same date, the Controller advised importers that quotas had been established for the importation of a further quantity of acid acetic glacial from hard-currency sources and licences would be issued immediately.

A notice of July 2 informed quota holders that a further 25 per cent of quotas for patent and proprietary medicines would be issued immediately. As from the same date, all types of D.D.T. have been added to the list of commodities for which licences will not be granted from hard-currency sources.

Jamaica Reduces Duty on Tractors

Kingston, July 9, 1948.—(FTS)—By Customs Tariff Resolution (No. 2) 1948, effective June 29, Jamaica changed the duty on tractors and spare parts for tractors imported to be used solely on agricultural property. Tractors and parts are now free of duty under the British Preferential Tariff (accorded to Empire products) and 5 per cent ad valorem under the General Tariff. The former rates were 20 per cent and 40 per cent respectively.

Trinidad Increases Gift Concession

Port of Spain, July 5, 1948.—(FTS)—The Acting Controller of Imports and Exports, in a notice issued July 3, advised that the value of bona fide unsolicited gift parcels which may be imported into Trinidad without an import licence had been increased from $25 to $48.

Any gift in excess of this amount, for which the addressee has not obtained an import licence prior to its arrival, will be liable to confiscation.

United Kingdom Increases Passengers' Food Allowances

London, June 21, 1948.—(FTS)—The Import Licensing Department of the Board of Trade on June 16 issued the following notice regarding the customs treatment of the personal and household effects of persons arriving in the United Kingdom:

An import licence is not required for the personal or household effects of crews or passengers by sea or air provided these are duly declared and produced to the Officer of Customs and Excise at the port of importation and that it is established to his satisfaction:—

(1) That they are not being imported as merchandise or for sale but are intended for the personal or household use of the member of the crew or passenger;

(2) That in the case of household effects, the goods are being imported on a bona fide transfer of residence of the owner to this country, and

(3) That the quantities are reasonable. In the case of foodstuffs the concession is limited as follows:—

(*a*) Passengers or members of crews arriving from Eire: 7 lb. in all. No one foodstuff to exceed 2 lb.

(*b*) Passengers arriving from countries other than Eire: 50 lb. in all. No one foodstuff to exceed 10 lb. (The limits were formerly 25 and 5 pounds, respectively.)

(*c*) Members of crews arriving from countries other than Eire: 25 lb. in all. No one foodstuff to exceed 5 lb.

This concession does not apply to arms and ammunition, plumage, postage stamps and other articles of philatelic interest, or to articles subject to special prohibition or restriction, e.g., dangerous drugs.

In general, goods imported as merchandise or for sale or otherwise than in accordance with the above conditions are, in the absence of a valid import licence, liable to forfeiture. Further information as regards import licences generally may be found in Notice to Importers No. 242 (revised).

The Customs Acts provide heavy penalties for smuggling, false declarations, evasion of import prohibitions, and against persons dealing with prohibited goods.

Except for the increase in the food allowances to passengers, these regulations make no change in the customs treatment of personal and household effects.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

90. **Haiti**—Louis Arnoux, P.O. Box A-5, Port-au-Prince, Haiti, is interested in the importation from Canada of cheap combs, meat grinders and box coffee mills. File: T.E. 318.

91. **Haiti**—Charles Fequiere and Company, Port-au-Prince, Haiti, are interested in the importation from Canada of asphalt roll roofing. File: T.E. 316.

92. **Haiti**—Lelio Dominique, P.O. Box B-44, Port-au-Prince, Haiti, is interested in the importation from Canada of face powder. File: T.E. 317.

93. **Haiti**—Salimbene Freres, P.O. Box A-172, Port-au-Prince, Haiti, are interested in the importation from Canada of rubber soles in sheets. File: T.E. 315.

94. **Haiti**—Maurice Naude, P.O. Box A-107, Port-au-Prince, Haiti, is interested in the importation from Canada of sweet biscuits. File: T.E. 314.

95. **Haiti**—Henri Dominique, Port-au-Prince, Haiti, is interested in the importation from Canada of electric water heaters. File: T.E. 311.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following trade associations in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

R. G. C. Smith, Commercial Secretary for Canada in Havana for the past two years, is touring those sections of this country that are principally concerned in exports to the southern market. On completion of his tour, he will sail for Rome to which he has been posted as Commercial Secretary for Canada.

Saint John—August 24-26.
Halifax—August 27-September 2.
Charlottetown—September 3-4.
Penticton—September 13-14.
Vancouver—September 16-21.

M. B. Palmer, Canadian Trade Commissioner in Kingston, Jamaica, has returned to this country on tour, which commenced in Montreal on June 14, 1948. He will discuss with interested businessmen factors affecting trade relations between this country and Jamaica.

Hamilton—July 26-27.
Brantford, Paris—July 28.
Windsor, Walkerville—July 29-30.
Sarnia—July 31.
London—August 3.
Guelph—August 4.
Kitchener—August 5.
Winnipeg—August 9.
Calgary—August 12.

Foreign Trade Index

The Index to *Foreign Trade* for the Six Months ending December, 1947, is being distributed to all subscribers of this publication. Anyone who has not received their copy by July 31, 1948, should notify the Publicity Division, Department of Trade and Commerce, Ottawa.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax about four days later.
†Calls at Quebec about three days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	July 29–Aug. 2	*Singkep*	Cunard Donaldson
Port Aden	August 24–28	*Melampus*	Cunard Donaldson
Port Aden	September 10–14	*Sloterdyk*	Cunard Donaldson
Africa-East—			
Lourenço Marques	July 26–28	*Colchester County*	March Shipping
Lourenço Marques	July 29–Aug. 10	*Fantee*	Elder Dempster
Lourenço Marques	August 6–10	*Cumberland County*	March Shipping
Lourenço Marques	August 12–24	*Cabano*	Elder Dempster
Lourenço Marques	August 25–28	*Vancouver County*	March Shipping
Lourenço Marques	Aug. 29–Sept. 10	*Freetown*	Elder Dempster
Lourenço Marques	September 12–14	*Cargill*	Elder Dempster
Beira	August 12–24	*Cabano*	Elder Dempster
Beira	September 12–24	*Cargill*	Elder Dempster
Lourenço Marques, Mombasa, Beira	August 14	*Angusglen*	Kerr Steamships
	September 2	*Norden*	Kerr Steamships
Africa-South—			
Cape Town, Port Elizabeth, East London, Durban	July 26–28	*Colchester County*	March Shipping
	July 29–Aug. 10	*Fantee*	Elder Dempster
	August 6–10	*Cumberland County*	March Shipping
	August 12–24	*Cabano*	Elder Dempster
	August 14	*Angusglen*	Kerr Steamships
	August 25–28	*Vancouver County*	March Shipping
	Aug. 29–Sept. 10	*Freetown*	Elder Dempster
	September 2	*Norden*	Kerr Steamships
	September 12–24	*Cargill*	Elder Dempster
Argentina—			
Buenos Aires	August 1–5	†*Royal Prince*	Furness Withy
Buenos Aires	August 13–14	*Bowgran*	Cunard Donaldson
Buenos Aires	August 28–29	*Mormactide*	Montreal Shipping
Australia—			
Brisbane, Sydney, Newcastle, Geelong, Melbourne, Adelaide	September 5-10	*Port Caroline*	Montreal Australia New Zealand Line

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Australia—Con.			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	July 28–Aug. 4	*Paparoa*	Montreal Australia New Zealand Line
Belgian Congo—			
Matadi	July 26–29	*Colchester County*	March Shipping
Belgium—			
Antwerp	July 27	*Hada County*	Canada Steamships
Antwerp	July 27-28	*Erland*	Swedish American
Antwerp	July 27–Aug. 2	*Domfront*	Furness Withy
Antwerp	July 29	†*Grey County*	Canada Steamships
Antwerp	July 30	*Hedel*	Shipping Limited
Antwerp	August 2–7	*Ida Bakke* (r)	Montreal Shipping
Antwerp	August 5	*Prins Willem Van Oranje*	Shipping Limited
Antwerp	August 7–14	*Beckenham*	Cunard Donaldson
Antwerp	August 8–23	†*Sein*	Furness Withy
Antwerp	August 10	*Hemsefjell*	Brock Shipping
Antwerp	August 16	*Brant County*	Canada Steamships
Antewrp	August 17	*Prins Willem IV*	Shipping Limited
Antwerp	August 22–28	*Westralia*	Montreal Shipping
Antwerp	August 24–30	*Tunaholm*	Swedish American
Antwerp	September 3–10	*Beaconsfield*	Cunard Donaldson
Brazil—			
Rio de Janeiro	August 1–5	†*Royal Prince*	Furness Withy
Santos	August 13–14	*Bowgran*	Cunard Donaldson
	August 28–29	*Mormactide*	Montreal Shipping
British Honduras—			
Belize	August 2–6	*Fort Panmure*	Saguenay Terminals
Canal Zone—			
Cristobal	August 2–6	*Fort Panmure*	Saguenay Terminals
Celebes—			
Macassar	July 28–Aug. 2	*Steel Scientist*	Isthmian Steamships
Ceylon—			
Colombo	July 25–30	*Gulfside*	March Shipping
Colombo	July 28–Aug. 2	*Singkep*	Cunard Donaldson
Colombo	August 1–5	*Martha Kleppe*	McLean Kennedy
Colombo	August 15–20	*City of Agra*	McLean Kennedy
Colombo	September 1–5	*City of Chelmsford*	McLean Kennedy
China—			
Shanghai	August 5–10	*City of Poona*	McLean Kennedy
Shanghai	August 15–20	*Ajax*	Cunard Donaldson
Colombia—			
Barranquilla	July 21–27	†*Apollo* (r)	Saguenay Terminals
Barranquilla	August 9–12	†*Benny* (r)	Saguenay Terminals
Barranquilla	September 2–5	†*Shakespeare Park*	Saguenay Terminals
Barranquilla	September 12–13	*Polykarp*	Swedish American
Cuba—			
Havana, Santiago	July 20–25	*Sparreholm*	Swedish American
	August 18–23	*Danaholm*	Swedish American
Denmark—			
Copenhagen	July 27–28	*Erland*	Swedish American
Copenhagen	July 29–30	*Polycrest*	Swedish American
Copenhagen	August 24–30	*Tunaholm*	Swedish American
Copenhagen	August 30–31	*Bergamo*	Swedish American
Dominican Republic—			
Ciudad Trujillo	August 2–6	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 2–5	†*Shakespeare Park*	Saguenay Terminals
Eire—			
Dublin	July 29–Aug. 2	*Inishowen Head*	McLean Kennedy
Dublin	August 18–22	*Lord O'Neill*	McLean Kennedy

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria	July 29–Aug. 2	*Singkep*	Cunard Donaldson
Port Said	August 24–28	*Melampus*	Cunard Donaldson
Suez	September 10–14	*Sloterdyk*	Cunard Donaldson
Finland—			
Helsinki	July 27–28	*Erland*	Swedish American
Helsinki	July 29–30	*Polycrest*	Swedish American
Helsinki	August 24–30	*Tunaholm*	Swedish American
Helsinki	August 30–31	*Bergamo*	Swedish American
France—			
Le Havre	July 27	*Hada County*	Canada Steamships
Le Havre	July 27–28	*Erland*	Swedish American
Le Havre	July 27–Aug. 2	†*Domfront*	Furness Withy
Le Havre	July 29	*Grey County*	Canada Steamships
Le Havre	August 16	*Brant County*	Canada Steamships
Le Havre	August 18–23	*Sein*	Furness Withy
Le Havre	August 24–30	*Tunaholm*	Swedish American
Marseilles	August 2–5	*Capo Arma*	Furness Withy
Marseilles	September 6–13	*Capo Vita*	Furness Withy
Germany—			
Hamburg	July 20–26	*Beaverbrae* (r)	Canadian Pacific
Hamburg	July 27–28	*Erland*	Swedish American
Hamburg	August 2–7	*Ida Bakke* (r)	Montreal Swedish
Hamburg	August 7–14	*Beckenham*	Cunard Donaldson
Hamburg	August 22–28	*Westralia*	Cunard Donaldson
Hamburg	August 24–30	*Tunaholm*	Swedish American
Hamburg	September 3–10	*Beaconsfield*	Cunard Donaldson
Gibraltar	August 24–31	*Mont Gaspe*	Montreal Shipping
	September 1–8	*Liguria*	Montreal Shipping
Greece—			
Piraeus	September 1–8	*Liguria*	Montreal Shipping
Guatemala—			
Puerto Barrios	August 2–6	*Fort Panmure*	Saguenay Terminals
Haiti—			
Port au Prince	August 2–6	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 2–5	†*Shakespeare Park*	Saguenay Terminals
Hong Kong	July 25–30	*Oceanside*	March Shipping
	August 5–10	*City of Poona*	McLean Kennedy
	August 15–10	*Ajax*	Cunard Donaldson
India and Pakistan—			
Karachi	July 25–30	*Gulfside*	March Shipping
Bombay	August 1–5	*Martha Kleppe*	McLean Kennedy
Madras	August 15–20	*City of Agra*	McLean Kennedy
Calcutta	September 1–5	*City of Chelmsford*	McLean Kennedy
Italy—			
Naples	August 16–22	*Italo Marsano*	Montreal Shipping
Genoa	August 24–31	*Mont Gaspe*	Montreal Shipping
	September 1–8	*Liguria*	Montreal Shipping
West Coast Ports	August 2–5	*Capo Arma*	Furness Withy
	September 6–13	*Capo Vita*	Furness Withy
Malaya—			
Penang	July 28–Aug. 2	*Steel Scientist*	Isthmian Steamships
Port Swettenham	August 24–28	*Melampus*	Cunard Donaldson
	September 10–14	*Sloterdyk*	Cunard Donaldson
Mediterranean—			
Central and Western	August 16–22	*Italo Marsano*	Montreal Shipping
	August 24–31	*Mont Gaspe*	Montreal Shipping
	September 1–8	*Liguria*	Montreal Shipping
Mexico—			
Tampico	August 28	*Salen*	Federal Commerce
Veracruz			

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Mexico—Con.			
Veracruz	July 23–26	*Federal Pioneer*	Federal Commerce
Veracruz	August 18–23	*Danaholm*	Swedish American
Netherlands—			
Amsterdam	July 30	*Hedel*	Shipping Limited
Rotterdam	August 2–7	*Ida Bakke* (r)	Montreal Shipping
	August 5	*Prins Willem VanOranje*	Shipping Limited
	August 7–14	*Beckenham*	Cunard Donaldson
	August 17	*Prins Willem IV*	Shipping Limited
	August 22–28	*Westralia*	Montreal Shipping
	September 3–10	*Beaconsfield*	Cunard Donaldson
Rotterdam	July 27	*Hada County*	Canada Steamships
Rotterdam	July 27–28	*Erland*	Swedish American
Rotterdam	July 29	*Grey County*	Canada Steamships
Rotterdam	August 10	*Hemsefjell*	Brock Shipping
Rotterdam	August 16	*Brant County*	Canada Steamships
Rotterdam	August 24–30	*Tunaholm*	Swedish American
Netherlands East Indies—			
Batavia Soerabaya	July 27–Aug. 2	*Steel Scientist*	Isthmian Steamships
Batavia Soerabaya Samarang Cheribon	July 29–Aug. 2 August 24–28 September 10–14	*Singkep* *Melampus* *Sloterdyk*	Cunard Donaldson Cunard Donaldson Cunard Donaldson
Netherlands West Indies—			
Curaçao	July 21–27	†*Apollo* (r)	Saguenay Terminals
Curaçao	August 9–12	†*Benny* (r)	Saguenay Terminals
Curaçao	August 12–13	*Polykarp*	Swedish American
Newfoundland—			
St. John's	August 7–10	*Wellington Kent*	Furness Withy
St. John's	August 21–24	*Wellington Kent*	Furness Withy
St. John's	September 4–7	*Wellington Kent*	Furness Withy
Corner Brook	July 29	*Gulfport*	Clarke Steamships
New Zealand—			
Auckland Wellington Lyttelton Dunedin	August 21–29	*Port Phillip*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	August 10–14	*Torr Head*	Mclean Kennedy
Norway—			
Oslo	July 27–28	*Erland*	Swedish American
Kristiansand	July 29–30	*Polycrest*	Swedish American
Stavanger	August 2	*Rutenfjell*	Brock Shipping
Bergen	August 24–30	*Tunaholm*	Swedish American
	August 30–31	*Bergamo*	Swedish American
Oslo Stavanger Bergen	August 18	*Ornefjell*	Brock Shipping
Philippines—			
Manila	August 5–10	*City of Poona*	Mclean Kennedy
Manila	August 15–20	*Ajax*	Cunard Donaldson
Poland—			
Gdansk	July 27–28	*Erland*	Swedish American
Gdansk	July 29–30	*Polycrest*	Swedish American
Gdansk	August 24–30	*Tunaholm*	Swedish American
Gdansk	August 30–31	*Bergamo*	Swedish American

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Portugal—			
Lisbon	August 24–31	*Mont Gaspe*	Montreal Shipping
Lisbon	September 1–8	*Liguria*	Montreal Shipping
St. Pierre et Miquelon	July 24–27	*Wellington Kent*	Furness Withy
	August 7–10	*Wellington Kent*	Furness Withy
	August 21–24	*Wellington Kent*	Furness Withy
	September 4–7	*Wellington Kent*	Furness Withy
Siam—			
Bangkok	July 28–Aug. 2	*Steel Scientist*	Isthmian Steamships
Singapore	July 25–30	*Oceanside*	March Shipping
	July 28–Aug. 2	*Steel Scientist*	Isthmian Steamships
	July 29–Aug. 2	*Singkep*	Cunard Donaldson
	September 10–14	*Sloterdyk*	Cunard Donaldson
Sweden—			
Gothenburg	July 27–28	*Erland*	Swedish American
Malmo	July 28–30	*Polycrest*	Swedish American
Norrkoping	August 24–30	*Tunaholm*	Swedish American
Stockholm	August 30–31	*Bergamo*	Swedish American
United Kingdom—			
Avonmouth	July 24–30	*Bristol City*	Furness Withy
Avonmouth	August 4–11	*Moveria*	Cunard Donaldson
Avonmouth	August 11–18	*Delilian*	Cunard Donaldson
Avonmouth	August 23–30	*Norwegian*	Cunard Donaldson
Bristol	August 13–16	*New York City*	Furness Withy
Glasgow	July 26–Aug. 3	*Salacia* (r)	Cunard Donaldson
Glasgow	August 12–19	*Laurentia*	Cunard Donaldson
Glasgow	August 24–31	*Dorelian* (r)	Cunard Donaldson
Hull	August 4–8	*Marengo* (r)	McLean Kennedy
Leith	August 16–20	*Cairnesk*	Furness Withy
Leith	Aug. 30–Sept. 4	*Cairnvalona*	Furness Withy
Liverpool	July 27	*Beaverburn*	Canadian Pacific
Liverpool	July 29–Aug. 2	*Inishowen Head*	McLean Kennedy
Liverpool	August 7–14	*Ascania* (r)	Cunard Donaldson
Liverpool	August 10–14	*Torr Head*	McLean Kennedy
Liverpool	August 18–22	*Lord O'Neill*	McLean Kennedy
Liverpool	August 19–25	*Fort Musquarro*	Cunard Donaldson
London	July 21–27	*Beaverdell* (r)	Canadian Pacic
London	July 26-Aug. 2	*Asia* (r)	Cunard-Donaldson
London	July 28–Aug. 2	*Vandalia*	Cunard Donaldson
London	July 30	*Beaverlake* (r)	Canadian Pacific
London	August 6–12	*Sibley Park*	Cunard Donaldson
London	August 9	*Beavercove* (r)	Canadian Pacific
London	August 10	*Hemsefjell*	Brock Shipping
London	August 9–17	*Arabia* (r)	Cunard Donaldson
London	Aug. 30–Sept. 6	*Fort Cadotte*	Cunard Donaldson
Manchester	July 28–31	*Manchester Regiment* (r)	Furness Withy
Manchester	August 4–7	*Manchester Progress* (r)	Furness Withy
Manchester	August 11–14	*Manchester Trader* (r)	Furness Withy
Manchester	August 18–21	*Manchester Port* (r)	Furness Withy
Newcastle	August 16–20	*Cairnesk*	Furness Withy
Newcastle	Aug. 30–Sept. 4	*Cairnvalona*	Furness Withy
Newport	July 24–30	*Bristol City*	Furness Withy
Swansea	July 24–30	*Bristol City*	Furness Withy
Swansea	August 4–11	*Moveria* (r)	Cunard Donaldson
Swansea	August 13–16	*New York City*	Furness Withy
Uruguay—			
Montevideo	August 1–5	†*Royal Prince*	Furness Withy
Montevideo	August 13–14	*Bowgran*	Cunard Donaldson
Montevideo	August 28–29	*Mormactide*	Montreal Shipping

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Venezuela—			
La Guaira	July 21–27	†*Apollo* (r)	Saguenay Terminals
Maracaibo	August 9–12	†*Benny* (r)	Saguenay Terminals
La Guaira	August 12–13	*Polykarp*	Saguenay Terminals
Puerto Cabello	September 12–13	†*Shakespeare Park*	Swedish American
West Indies—	July 21–29	*Canadian Challenger* (r)	Canadian National
	July 31–Aug. 9	**A Ship*	Alcoa Steamships
Bermuda	August 10–17	**Canadian Constructor* (r)	Canadian National
	August 17–26	**A Ship*	Alcoa Steamships
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National
Antigua	July 21–29	*Canadian Challenger* (r)	Canadian National
Barbados	July 31–Aug. 9	**A Ship*	Alcoa Steamships
Grenada	August 10–17	**Canadian Constructor* (r)	Canadian National
St. Kitts	August 17–26	**A Ship*	Alcoa Steamships
St. Lucia	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
St. Vincent	September 9–17	**Canadian Challenger* (r)	Canadian National
Trinidad			
	July 21–29	*Canadian Challenger* (r)	Canadian National
	July 31–Aug. 9	**A Ship*	Alcoa Steamships
Dominica	August 10–17	**Canadian Constructor* (r)	Canadian National
Monserrat	August 17–26	**A Ship*	Alcoa Steamships
	Aug. 27–Sept. 3	*Canadian Cruiser*	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National
Jamaica	August 18–23	*Danaholm*	Swedish American
	July 31	*Canadian Observer*	Canadian National
Bahamas	August 10	*Canadian Victor*	Canadian National
Jamaica	August 18	*Canadian Leader*	Canadian National
	August 24	*Canadian Conqueror*	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National
	July 21–29	*Canadian Challenger* (r)	Canadian National
	July 31–Aug. 9	**A Ship*	Alcoa Steamships
British Guiana	August 10–17	**Canadian Constructor* (r)	Canadian National
	August 17–26	**A Ship*	Alcoa Steamships
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
	September 9–17	**Canadian Challenger* (r)	Canadian National

Departures from Quebec

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Amsterdam	July 31–Aug. 1	*Tabinta*	Furness Withy
Rotterdam	August 21–22	*Kota Inten*	Furness Withy

Departures from Halifax

*Sails from Saint John about three days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	August 8–10	*Dufferin Bell*	Pickford and Black
Egypt—			
Alexandria	August 4	*Silvercedar*	Kerr Steamships
Port Said			
Port Sudan			

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
Bombay, Karachi	August 4	*Silvercedar*	Kerr Steamships
Newfoundland—			
St. John's	July 27–29	*Mary Sweeney*	Newfoundland Canada
St. John's	August 4–7	*Newfoundland*	Furness Withy
St. John's	August 5–7	*Atlantic Charter*	Montreal Shipping
St. John's	August 4	*Mayhaven*	Shaw Steamships
St. John's	August 10–13	*Fort Amherst*	Furness Withy
St. John's	August 16	*Mayhaven*	Shaw Steamships
St. John's	August 17–19	*Atlantic Charter*	Montreal Shipping
St. John's	August 21–24	*Nova Scotia*	Furness Withy
St. John's	September 7–10	*Newfoundland*	Furness Withy
Persian Gulf	August 4	*Silvercedar*	Kerr Steamships
St. Pierre et Miquelon	August 4	*Mayhaven*	Shaw Steamships
	August 5–7	*Atlantic Charter*	Montreal Shipping
	August 16	*Mayhaven*	Shaw Steamships
	August 17–19	*Atlantic Charter*	Montreal Shipping
United Kingdom—			
Liverpool	August 3–6	*Newfoundland*	Furness Withy
Liverpool	August 21–24	*Nova Scotia*	Furness Withy
Liverpool	September 7–10	*Newfoundland*	Furness Withy
Southampton	August 6	*Aquitania*	Cunard Donaldson
Southampton	August 27	*Aquitania*	Cunard Donaldson
Southampton	September 18	*Aquitania*	Cunard Donaldson
West Indies—	July 29–Aug. 2	*Fort Townshend*	Furness Withy
Bermuda	August 17–20	*Fort Amherst*	Furness Withy
	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
Jamaica	August 8–10	*Dufferin Bell*	Pickford and Black
Antigua, Barbados, Grenada, St. Kitts, St. Lucia, St. Vincent, Trinidad	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
Dominica, Montserrat	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
British Guiana	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
British Honduras—			
Belize	August 11–12	*Fort Panmure*	Saguenay Terminals
Canal Zone—			
Cristobal	August 11–12	*Fort Panmure*	Saguenay Terminals
Colombia—			
Barranquilla	September 12–13	*Shakespeare Park*	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo	August 11–12	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 12–13	*Shakespeare Park*	Saguenay Terminals
Guatemala—			
Puerto Barrios	August 11–12	*Fort Panmure*	Saguenay Terminals

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Haiti—			
Port au Prince	August 11–12	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 12–13	*Shakespeare Park*	Saguenay Terminals
United Kingdom—			
London	August 1–3	*Vandalia*	Cunard Donaldson
Venezuela—			
La Guaira, Puerto Cabello	September 12–13	*Shakespeare Park*	Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	July 26	*Silverwalnut*	Dingwall Cotts
Beira	August 1	*Overijsel*	Dingwall Cotts
	September 7	*Silversandal*	Dingwall Cotts
Africa-South—			
Cape Town, Port Elizabeth, East London, Durban	July 26	*Silverwalnut*	Dingwall Cotts
	August 1	*Overijsel*	Dingwall Cotts
	September 7	*Silversandal*	Dingwall Cotts
Argentina—			
Rosario	July 31	*Siranger*	Empire Shipping
Buenos Aires	August 25	*Hindanger*	Empire Shipping
Australia—			
Sydney, Melbourne, Adelaide	Early August	*Wangaratta*	Empire Shipping
Belgium—			
Antwerp	July 31	*Seattle* (r)	Gardner Johnson
Antwerp	August 3	*Paraguay* (r)	Gardner Johnson
Antwerp	August 13	*La Plata* (r)	Gardner Johnson
Antwerp	August 19	*Brest*	Empire Shipping
Antwerp	August 26	*Golden Gate* (r)	Gardner Johnson
Antwerp	September 26	*Argentina*	Gardner Johnson
Canal Zone—			
Balboa	July 27	*Anchor Hitch*	Gardner Johnson
Cristobal	August 8	*Coastal Adventurer*	Gardner Johnson
	August 23	*Coastal Nomad*	Gardner Johnson
	July 31	*Santa Adela* (r)	Gardner Johnson
Balboa	August 22	*Santa Leonor* (r)	Gardner Johnson
	September 8	*Santa Juana* (r)	Gardner Johnson
Ceylon—			
Colombo	August 10	*Japara*	Dingwall Cotts
Colombo	August 16–17	*Washington Mail*	American Mail Line
Colombo	August 18	*Silverguava*	Dingwall Cotts
Colombo	September 10	*Höegh Merchant*	Dingwall Cotts
Chile—			
Valparaiso	July 31	*Siranger*	Empire Shipping
Valparaiso	August 25	*Hindanger*	Empire Shipping
Arica, Antofagasta, Valparaiso	July 31	*Santa Adela* (r)	Gardner Johnson
	August 22	*Santa Leonor* (r)	Gardner Johnson
	September 8	*Santa Juana* (r)	Gardner Johnson

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai, Tsingtao, Taku Bar	August 20–21	*India Mail*	American Mail Line
Shanghai	August 4–5	*Narrandera*	Empire Shipping
Taku Bar	August 27	*Vilja*	Empire Shipping
Shanghai	July 30–31	*Canada Mail*	American Mail Line
Shanghai	Late July	*Hemland*	Gardner Johnson
Shanghai	August 12–13	*Oregon Mail* (r)	American Mail Line
Shanghai	August 27–28	*China Mail*	American Mail Line
Colombia—			
Barranquilla	July 27	*Anchor Hitch*	Gardner Johnson
Barranquilla	August 8	*Coastal Adventurer*	Gardner Johnson
Barranquilla	August 15	*Don Anselmo* (r)	Empire Shipping
Barranquilla	August 23	*Coastal Nomad*	Gardner Johnson
Buenaventura	July 31	*Santa Adela* (r)	Gardner Johnson
Buenaventura	August 22	*Santa Leonor* (r)	Gardner Johnson
Buenaventura	September 8	*Santa Juana* (r)	Gardner Johnson
Ecuador—			
Guayaquil	July 31	*Santa Adela* (r)	Gardner Johnson
Guayaquil	August 22	*Santa Leonor* (r)	Gardner Johnson
Guayaquil	September 8	*Santa Juana* (r)	Gardner Johnson
Fiji Islands			
Suva	August 7	*Thor I*	Empire Shipping
France—			
Le Havre	August 19	*Brest*	Empire Shipping
Greece—			
Piraeus	Mid-August	*A Ship*	Empire Shipping
Hong Kong	July 30–31	*Canada Mail*	American Mail Line
	August 4–5	*Narrandera*	Empire Shipping
	August 14	*Francisville*	Balfour Guthrie
	August 20–21	*India Mail*	American Mail Line
	August 27	*Vilja*	Empire Shipping
	August 27–28	*China Mail*	American Mail Line
India and Pakistan—			
Bombay	August 10	*Japara*	Dingwall Cotts
Karachi	August 18	*Silverguava*	Dingwall Cotts
	September 10	*Höegh Merchant*	Dingwall Cotts
Madras, Calcutta	August 6–7	*Washington Mail*	American Mail Line
Italy—			
Genoa, Naples	Mid-August	*A Ship*	Empire Shipping
Japan—			
Yokohama	July 30–31	*Canada Mail*	American Mail Line
Yokohama	August 12–13	*Oregon Mail* (r)	American Mail Line
Yokohama	August 13–19	*Lake Kootenay*	Anglo Canadian
Yokohama	August 19–25	*Lake Sumas*	Canada Shipping
Yokohama	August 19–25	*Lake Athabasca*	Anglo Canadian
Yokohama	August 19–25	*Lake Pennask*	Anglo Canadian
Yokohama	August 20–21	*India Mail*	American Mail Line
Malaya—			
Penang	August 6–7	*Washington Mail*	American Mail Line
Port Swettenham	August 14	*Francisville*	Balfour Guthrie
	August 18	*Silverguava*	Dingwall Cotts
Mexico—			
Manzanillo	July 27	*Anchor Hitch*	Gardner Johnson
Acapulco	August 8	*Coastal Adventurer*	Gardner Johnson
	August 23	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam	August 15	*Brest*	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands East Indies—	August 6–7	*Washington Mail*	American Mail Line
Batavia	August 10	*Japara*	Dingwall Cotts
Soerabaya	August 14	*Francisville*	Balfour Guthrie
	September 5	*Hoegh Merchant*	Dingwall Cotts
New Caledonia—			
Noumea	August 7	*Thor I*	Empire Shipping
Peru—			
Callao	July 31	*Siranger*	Empire Shipping
Callao	August 25	*Hindanger*	Empire Shipping
Callao	July 31	*Santa Adela* (r)	Gardner Johnson
	August 22	*Santa Leonor* (r)	Gardner Johnson
Mollendo	September 8	*Santa Juana* (r)	Gardner Johnson
Persian Gulf	August 10	*Japara*	Dingwall Cotts
	September 10	*Höegh Merchant*	Dingwall Cotts
Philippines—	July 30–31	*Canada Mail*	American Mail Line
Manila	August 6–7	*Washington Mail*	American Mail Line
Iloilo	August 12–13	*Oregon Mail* (r)	American Mail Line
Cebu	August 14	*Francisville*	Balfour Guthrie
Manila	Late July	*Hemland*	Gardner Johnson
	August 4–5	*Narrandera*	Empire Shipping
	August 27	*Vilja*	Empire Shipping
Manila	August 10	*Japara*	Dingwall Cotts
Cebu	August 18	*Silverguava*	Dingwall Cotts
Manila Iloilo	September 10	*Höegh Merchant*	Dingwall Cotts
Samoa—			
Apia	August 7	*Thor I*	Empire Shipping
Singapore	August 6–7	*Washington Mail*	American Mail Line
	August 14	*Francisville*	Balfour Guthrie
Society Islands—			
Papeete	August 7	*Thor I*	Empire Shipping
Sweden—	July 31	*Seattle* (r)	Gardner Johnson
Stockholm	August 3	*Paraguay* (r)	Gardner Johnson
Gothenburg	August 13	*La Plata* (r)	Gardner Johnson
	August 26	*Golden Gate* (r)	Gardner Johnson
	September 26	*Argentina* (r)	Gardner Johnson
United Kingdom—			
Liverpool Manchester	Early August	*Pacific Enterprise*	Furness Withy
London	July 31	*Seattle* (r)	Gardner Johnson
London	August 1–6	*Lake Cowichan*	Anglo Canadian
London	August 3	*Paraguay* (r)	Gardner Johnson
London	August	*Corrientes*	Balfour Guthrie
London	August 13	*La Plata* (r)	Gardner Johnson
London	Aug. 18–Sept. 1	*Lake Nipigon*	Empire Shipping
London	August 26	*Golden Gate* (r)	Gardner Johnson
London	September 26	*Argentina* (r)	Gardner Johnson
Uruguay—			
Montevideo	July 31	*Siranger*	Empire Shipping
Montevideo	August 25	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo	August 8	*Coastal Adventurer*	Gardner Johnson
Maracaibo	August 23	*Coastal Nomad*	Gardner Johnson
Maracaibo La Guaira Puerto Cabello	August 15	*Don Anselmo* (r)	Empire Shipping

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commisssioners.

Argentina

Buenos Aires—H. L. Brown. Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft. Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Sydney—Dr. W. C. Hopper, Commercial Secretary for Canada (Agricultural Specialist). City Mutual Building. Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metropòle, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. Richardson, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. Smith, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy, 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. Bachand, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Turkey.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 114.

Bombay—C. R. Gallow, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—A. P. Bissonnet, Acting Commercial Secretary, Canadian Embassy. Via Saverio Mercadante 15-17.
Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—R. V. N. Gordon, Acting Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—R. Campbell Smith, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.
Territory includes Afghanistan.

Peru

Lima—C. J. Van Tighem, Commercial Secretary, Canadian Embassy. Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad—*Concluded*

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
Cable address, Cantracom.

Cape Town—S. G. Tregaskes, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—F. H. Palmer, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne — Yves Lamontagne, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—A. W. Evans, Acting Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. Bryan, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. Bower, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. Gornall, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. Roe, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. Vechsler, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. Hughes, Acting Canadian Government Trade Commissioner 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

United States

Washington—J. H. English, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. Paterson, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. Stewart, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
Cable address, Cantracom.

Chicago—Edmond Turcotte, Consul-General for Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. Duclos, Canadian Government Trade Commissioner, Associated Realty Building. 510 West Sixth Street.

Venezuela

Caracas—C. S. Bissett, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations July 12	Nominal Quotations July 19
Argentina	Peso	Off.	·2977	·2977
		Free	·2070	·2065
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	Off.	·0046	·0046
		Free	.0032	·0032
French Empire—African	Franc	....	·0079	·0079
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Ma'aya	Dollar	....	·4701	·4701
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3·2402	3·2402
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Pound	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985